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Branch Offices:

New York—52 Broadway.
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BALTIMORE, NOVEMBER 28, 1907.

LOST—A CONFERENCE.

No crepe is being worn by the South, but nevertheless a "Southern Conference" has actually strayed, been lost or been stolen. It was called the "Conference of the Southern Immigration and Industrial Association. That was the "permanent organization" emitted by the so-called Conference on Immigration and Quarantine which was inflicted upon Nashville in November, 1906. It was decided that the active members of the "permanent organization" should be "railroads, corporations, firms and individuals who may contribute to the expense of the organization." November 12, 1907, and Birmingham, Ala., were the time and the place selected for the next annual "Conference" of the "permanent organization." Three days after the Nashville meeting, and in spite of that fizzle, the newly-elected secretary and treasurer of the Southern Immigration and Industrial Association was quoted at Birmingham as follows:

It is expected that the next immigration conference, which is to be held in Birmingham, will be a big affair. At least 3000 delegates will be present.

What was characterized as the "executive committee" of the association flitted upon the local stage for a few weeks longer, and the Birmingham News of January 19, 1907, referring to the committee's meeting on that day, said:

Plans were agreed upon for the complete financing of the association. It was announced at the conclusion of the meeting that money was in sight for the carrying

out of all the policies and plans of the organization.

On February 2, 1907, the Birmingham Age-Herald said that plans for financing the association were being rapidly worked out and that heads of several of the large industrial companies had contributed to the fund in the past day or two. It added:

At conferences held Thursday night and yesterday with representatives of the several industrial companies the finances of the association were guaranteed, and it was placed on a financial basis. Afterwards the heads of several of the companies issued checks with which the association may begin its work properly.

The financing plans were made when the executive committee of the association met in Birmingham last month, and the first step towards putting the plans in operation were made in the Birmingham district. Similar plans will be launched in every State in the South, and it is expected that within a short while the association will have a large amount, probably \$50,000, with which to carry on its work.

The headlines over that announcement published in good faith were: "Large Companies Give Liberally for Immigrants. Southern Immigration and Industrial Association Financed by Contributions. Whole South Is in Line in the Great Movement."

Since which time the whole thing, including, apparently, the "executive committee," has faded from publicity. If Birmingham remembered, it has probably asked casually something about those 3000 delegates who were to throng its streets on November 12, but asked in vain. Those members of the "executive committee" who had a serious, definite purpose in lending their names to the scheme and who were honestly persuaded, in spite of obvious facts to the contrary, that they could possibly have behind them a respectable body of public opinion, have doubtless wondered where they were at, anyhow.

We were inclined some weeks ago, in the dead silence in "official quarters" on the subject, to suggest the usual post-mortem of "Southern Conferences." But we refrained from doing so because, through experience, we knew that, solely because the MANUFACTURERS' RECORD should give vent to its well-grounded and frequently vindicated opposition to the snare and delusion of the "Southern Conference" idea, at least one fool in the South would endeavor to induce Birmingham to welcome a fizzle on November 12. We had too much regard for Birmingham to be the indirect cause of such an infliction. We wished to save it from the fate of Nashville in 1906, of Chattanooga and Washington in 1905, of Philadelphia and New Orleans in earlier years.

But it is fair to ask, now that the time for the annual meeting of the "permanent organization," yclept the Southern Immigration and Industrial Association, has passed beyond recall and nothing doing, if anything like \$50,000 was raised last February to put the plans of the association into operation, who contributed to that sum and what results of its use can be shown?

WHY THE COUNTRY SHOULD BE THANKFUL.

The American people have many reasons for celebrating this Thanksgiving day with a profounder appreciation of their blessings than for many years. First and foremost should be thanksgiving that American character, as illustrated in the test through which the bankers of this country have been passing, has been weighed in the balance and not found wanting. Probably not within a quarter of a century have the financial institutions of the country been subjected to such searching examinations as during the last 30 days. The notable instances that have developed of weakness in honesty, in business judgment, in management, have really emphasized, by their exception, the fact that over the length and breadth of our whole country, with tens of thousands of bankers under such a scrutiny, honesty, honor and integrity have been found the rule throughout the whole financial interests of the land. Tried in the fire, the banking people of America have been proven to be pure gold, and what is true in this particular case is equally true in the management of other great business interests of the country. Contrast this outcome, this testing by fire, with the wild clamor of agitators, sometimes through the press, sometimes through the pulpit, and sometimes through public positions of honor, against the integrity of the leaders in American business interests, and we see how these denunciations have fallen flat. In this lesson, in this proof of the honor and integrity of the banking and the general business interests of the country, is cause for profound thanksgiving. The American people may well rejoice that the lesson has been learned ere agitation had gone so far as to so completely destroy confidence in the financial institutions and the business interests of the country as to have made impossible for a long time to come the restoration of faith in mankind and in the country's prosperity.

And turning from this reason for profound thanksgiving to the material side, consider for a moment our country's potentialities. In all the wide world there is nothing like this land of ours. Nature has so crowded her blessings upon us that we take them as a matter of course, and fail utterly to grasp their significance. America is, indeed, the heir of all the ages in many senses. Pre-eminently is this true in what ought to be to us a subject of profound thanksgiving—the matchless material resources of soil, climate, mineral riches and other wealth-creating resources. In such times as these we are prone to forget the foundations upon which American material prosperity is grounded. Look at a few facts which should thrill us with pride, yet humble us with a sense of responsibility as we consider the vastness of our heritage.

Take coal as the corner-stone of material advancement, since it is the motive power of the world's industrial activities. Without coal Great Britain and Germany would never have attained their marvelous wealth nor reached their commanding position in the world's affairs. But Great Britain has about 12,000 square miles of coal area, and Germany 1800. All Europe has only 50,000 square miles, of which more than one-half is in Russia. In the United States we have 350,000 square miles of coal, or just seven times as much as all Europe; and by virtue of the greater thickness of the veins we probably have 20 times as much coal.

Of iron ore, as the foundation next to coal on which the world's civilization rests, since the measure of a nation's progress is marked by its advancement in the use of iron and steel in railroad construction and industrial activities, we have over 12,000,000,000 tons, with a possibility of other great discoveries yet to be made. European experts accept without question the estimate of the Swedish professor who reported to the Swedish Government a year or so ago that all the known iron ore in the world outside of the United States was about 9,000,000,000 tons. Even if his estimate be too small as to unknown regions, the correctness as to Europe has not been criticized by its iron and steel experts. It is safe, therefore, to say that, so far as the scientists know, the United States not only has more iron ore than all of Europe, but, so far as their knowledge now goes, more iron ore than the rest of the world.

Next to iron and steel in the value of finished output is cotton goods. It was only a few years ago when the value of the manufactured cotton of the world exceeded the value of the world's iron and steel production. Of raw cotton, the foundation of this vast industry whose progress is somewhat commensurate with the marvelous expansion in iron and steel, the United States has a monopoly of 80 per cent. of the world's production, and so far as human foresight can see there is not for the next fifty years the slightest danger of any serious competition. For this one crop alone, of which Europe must of necessity draw its supply from us, we have a call upon the world's gold which must annually be paid by Europe to an extent of about \$450,000,000 to \$500,000,000.

But while studying the vastness of our coal supply and its influence for the upbuilding of the country we should not forget the latent power in our rivers, which to a large extent up to the present time has gone to waste as they have run their courses idly from the mountains to the sea. In the South alone there is available for utilization on our rivers and streams possibly 5,000,000 horse-power. Of this possibly one-tenth, or 500,000 horse-power, has been or is being harnessed for electrical work. How vast is the available water-power of the entire country it would be difficult to estimate, but certainly it is within reason to say that the aggregate is greater than the total horse-power now used by all the manufacturing interests of the country. This in itself is a source of wealth

almost beyond the ability of figures to express. We have nearly one-half of the world's railroad mileage, and yet so great is the demand for increased transportation facilities that it is easily seen that we must double the 225,000 miles which we now have if our railroads would keep pace with the advance of the business interests of the country. Though it may be some years before this doubling of our railroads can be accomplished, we can see that within the very near future at least \$5,000,000,000 must be expended to bring the railroad facilities of the country up to the present needs. Where is the money to come from? some will ask. It will come, and come with a great rush, as soon as the agitation against railroads and corporations ceases, as soon as the people of America come to a realization of the facts stated in the opening sentences of this article—that the banking and business interests of America are fundamentally sound and honest at heart. In 1906 the railroads of the United States spent \$1,000,000,000 or more in extensions and improvements, and whenever the people of the country reverse the policy of the last few years of denunciation of corporations and offer to the railroads an assurance of protection, money will come, and come so rapidly that it will be a question how to spend it judiciously rather than a question of how to find it. We ought, therefore, to be profoundly thankful that the sentiment is already changing, and that men are already realizing the fatal blunder they have made in the agitation against railroads, to which much of the recent financial stringency is due.

These things, however, comprise but a comparatively small part of the foundation for material prosperity. We control a very large part of the petroleum output of the world. We produce a large proportion of the world's copper. The development of Portland cement from 335,000 barrels in 1890 to about 50,000,000 barrels at present is one of the wonders of the business world, and there are limitless resources in this country for an extension of cement-making to rival the development of iron and steel. We have a country capable not only of feeding itself, but of supplying hundreds of millions of bushels of corn and wheat, millions of dollars' worth of provisions and other foodstuffs to the less favored people of other lands. The value of our agricultural products for 1907 will be over \$7,000,000,000, an amount far greater than the farmers of this country have ever before had to their credit, and of this, at least \$2,000,000,000 will be the South's share. Even when we have catalogued these things we find that they are but a few of the leading factors in American solidity. Stretching from the Lakes to the Gulf, from the Atlantic to the Pacific, is a region of 3,000,000 square miles, literally bursting with latent riches, needing but the magic wand of capital to be turned into active wealth for the blessing of mankind; a country so rich in natural advantages, so rich in soil and climate, in rivers and lakes, in iron, in coal, in cotton, in the varied products of the soil, that man cannot conceive of how greater resources could have been given to any spot on earth. Vast, limitless as are these resources, assuring progress and prosperity compared with which all that we have seen in the past will prove to be but the very beginning of material prosperity, the future beckons us onward.

But giving thanks, as every American should do, for these conditions, let us close, as we began, with the thought that the profoundest thanks of the people of the whole country should go up today for that strength and sturdiness, that honesty and integrity of character which have stood the strain of a test more severe than any other people under like circumstances have had to pass through for many years. With this character proven to the world, and, best of all, proven to ourselves, to the confusion of political agitators, with \$5,000,000 of the most virile, active people on the face of the earth, a homogeneous country, unvexed by the arbitrary laws of differing nationalities as in Europe, who can measure the marvelous advance of the future? Who can consider these things without today rendering thanks to the Giver of all good and perfect things?

EMPHASIZING AMERICAN PRINCIPLES.

[From the MANUFACTURERS' RECORD of December 7, 1905.]

The wonderful development of this country in recent years, marked by radical changes in methods and manners in industry and commerce and a natural broadening and widening of views as to the proper policy in administration, has been accompanied by an easily explainable but by no means irreparable shifting of the political instincts of many of the people, menacing the permanency of the spirit of our institutions. In opportunism dwarfing devotion to fundamentals and in the success which begets carelessness for principles has been the occasion for disturbance of the balance of the three great branches of the federal government—the legislative, the administrative and the judicial—in which lies the guarantee of the republic's substantial and safe growth.

Consciously or subconsciously, the final peaceful resort for the orderly settlement of vital issues, the United States Supreme Court, has lost much of its power to gauge and to control American governmental tendencies by constitutional rule, and has assumed, notably in two or three cases, the character of an extra legislative body, unresponsive to the people as a whole, but not always entirely unresponsive to what may appear to be the public opinion of the moment.

Wittingly or by force of circumstances, not entirely spontaneous, the Executive has widened the borders of its phylacteries, personal and political, and with or without the legal consent of the Congress has, through bureaus or commissions, some of them without justification in law, built up an influence for itself that makes effective appeals to the selfish interests or the unthinking impulses of the masses, and tends to reduce to a minimum the prerogatives of the Congress and its ability to be truly representative of the people.

The Congress has contributed no little to this situation, largely through a failure to maintain the intended well-balanced co-ordination of its two branches, with the effect that legislation, affecting for good or ill mighty interests and a vast population, has too often been a compromise, always dangerous, or a hasty, ill-considered response to what seemed to be a popular demand.

Effects of granting practically unlimited power over the purse of the people in the preliminaries to the war with Spain and of granting like power added to unrestrained dominance of administrative machinery in the case of Panama ought to be sufficient warning against giving any further color than that which already exists for the exercise of centralized power over the domestic concerns of the people.

The utter disregard of solemnly-announced limitations of purpose in the war against Spain, the apparent inextricable disorderliness of the administrative, financial and engineering personally-conducted affairs at Panama, and the backing and filling in the attempts with existing machinery, specially made, to handle from Washington the railroad and other corporations of the country, are enough to convert every patriot in the Congress from a politician into a statesman and to bring a pause to present inclinations, no matter how lofty their intent or how vociferously they may be supported by public sentiment which has been captivated through other and entirely unrelated approaches.

In the pause the Congress will discover among the people those who are not content to measure public morality and statesmanship by mere material results, who know that the mistakes in administration and legislation of today are the woeful debts that must be paid tomorrow, and who perceive in many of the honestly-invented novelties advocated as a means for settling, through legislation, the great questions of this age of wholesaleism, greater vagrancy from the conservative and equitable principles that should control a people and a further confusion of ideas about government menacing the peace and prosperity of the individual and threatening to destroy even the form of constitutionalism.

In the pause the Congress may well ask, If the National Government is to control the railroads, why stop at that? Why not have the National Government control the steamboat and steamship lines, the street-railway lines, the great manufacturing and commercial corporations; in fact, why not confiscate outright to use as an irresistible power over the people all such tangible embodiments of the accumulations of the energies of the people of the whole country? It may, too, well ask, If the National Government is to assume supervision of the great insurance companies of the country, why not make it absolute control at once, and extend that control to the savings of the people in banks and other financial institutions and to the processes which make such savings possible, the raising and the marketing of all the crops of the country? Why not, in fact, place the individual absolutely at the mercy of the few who may at any time possess the machinery of Government.

In all great undertakings in this country there are ills, some flagrant and some hardly noticeable. They are the ills rooted in the fact that the people of the United States are human beings, and as individuals or in corporations are bound to manifest the failings of human nature. The effects of such failings, however, can be limited. The remedy for them lies not in the assertion of might because that is possible, not in adding to the power of one branch of the Government at the expense of others, not in the creation of tribunals that will make a mockery of elements of American law and human justice, not in piling Ossa upon Pelion in the ratification by the Congress of legislation by the Executive, but in removing from the statute books laws, enacted in hasty mistake, that have demonstrated their inefficiency, and, by a due respect and regard for the fundamental laws of the country, intended to guide it, in setting a much-needed example of reverence for law by individuals and corporations to the encouragement in the performance of their duty of all persons charged with the enforcement of the laws, from the most obscure prosecuting attorney to the President of the United States.

It therefore rests with the individual members of the Congress of the United States, in the fear of God and without fear of man, in devotion to duty and without dread of consequences to themselves, to determine whether this is to be a personal government through commissions not responsible to the people, and whether or not a government of the people, by the people and for the people is to perish from the earth.

The individual members of the present Congress hold, as the members of no other Congress have ever held, the future of this country in their keeping. The future of this country will judge them.

[Two years of frenzy have passed since that was published. Who can fail to see that the woeful debts forecast are being paid? How long will it be before the country demands a return to reason in the conduct of public affairs?]

PUBLICITY FOR CITIES.

Any lingering doubts about the advantages of persistent publicity for the promotion of a city's material interests must vanish in the face of the exposition of Cincinnati's experience made on another page of this week's issue of the MANUFACTURERS' RECORD by Mr. Albert Phenix, our special correspondent. Cincinnati is an old city, as cities go in this country. Its growth has kept pace with that of the large area of country tributary to it. But since the turn of the century the city has greatly increased its importance as a financial, railroad, manufacturing and commercial center, until today it has 25 distinct railroad lines, including six trunk lines to the East and four to the South, with switching facilities to factories in different parts of the city and its rapidly-growing suburbs; it has more than 8000 industrial plants, representing more than 250 different lines of manufactures, and it has never known a local panic. A feature of its industrial life is a factory colony operated by a company of local manufacturers, with its central power plant and central foundry, about which are grouped a number of other concerns, and nearby the homes of workmen. Another is the textile building for the grouping of

textile industries, which is occupied by 11 different firms.

The expansion which Cincinnati has thus received did not just happen so. It is the direct result of team work by the whole community under the spur of a sustained liberal public spirit. This has been developed through 35 organizations, all working by different ways for the same end, and has been concentrated in the Associated Organizations. It has been strikingly manifested in the Industrial Bureau, organized in 1901 for the purpose of securing more factories and a greater population, and working upon advertising lines by means of a liberal fund raised among certain of the business interests of the city. Thus the city settled nearly 120 years ago has taken on renewed energy and has set an example which younger cities and smaller cities may follow profitably.

OGDENISM'S WELL-EARNED REBUKE.

Nashville is to be congratulated. Its Board of Trade, according to the *American*, has declined to extend a sought-for invitation to the Conference for Education in the South to meet in Nashville next spring. This is the second attempt that has been made upon Nash-

ville in this connection. It ought to be the last. It must be very humiliating for Southern gentlemen who are put forward as representative of the Conference and who are unaware that it is a mere stalking-horse for the \$43,000,000 Educational Trust of New York city to be placed in a position, first of giving tone to a request of a community to welcome the conference, even though the impression is created at the same time that the traveling expenses of attendants upon the Conference are paid from some quarter or another, and second, of having the request for hospitality tabled by a body of representative citizens. But the blame for the humiliation does not lie with the Nashville Board of Trade. It did exactly right, if its action is clear at this distance. There has been such an exposition of the mental characteristics and the habits of the real dominating influences of the Conference in the past seven years, and their methods of approach upon the country have been so thoroughly revealed that, however lofty their purpose may be, it is amazing that any well-informed and disinterested person anywhere in the country can give it countenance. Lobbyists for the Movement, the nursers of spontaneous invitations to the Conference, will have to bring their finesse to bear upon some other community that does not know, and the "Conference" called for December 5 at Atlanta under the same auspices will probably have to raise a greater dust than might have been necessary had Nashville permitted itself to be hoodwinked as other Southern cities have done.

COTTON GROWERS AND THE FINANCIAL DISTRESS.

From a financier of Baltimore who has for many years made a close study of conditions in the South and is deeply interested in the welfare of that section the MANUFACTURERS' RECORD has received a letter bearing upon the relations of cotton growers and the present financial situation. The argument of the writer is eminently sane and conservative, but one on its premises is, we believe, inaccurate as to the general situation, however correctly it may apply to particular cases, and, while certain of his suggestions are applicable under any circumstances, others may tend to have an effect exactly contrary to that desired by the writer. He says:

The opinion of the MANUFACTURERS' RECORD is so highly respected, and especially in the South, that its interest in matters closely related to the welfare of that section is most apt to be invoked when upon occasion it is desired to present for consideration a few thoughts in connection with things of serious moment to the cotton-growing States.

The crop just picked was in quantity not up to expectations, and with only a moderate supply on hand from last year its holders were justified in feeling that something beyond the average price would be received for the staple. The lateness of the season and the avowed purpose expressed by many planters and their organization to hold for a price far beyond the average of a 20-year period, and greatly out of proportion to a proper allowance to be made on account of an assumed shortage, have resulted in the movement and export of a relatively very small portion of the crop. Roughly speaking, cotton represents in value about one-third of the total exports of the country, and as it is from such exports that we in a large measure secure from abroad that additional supply of capital upon which the country in its development must depend, it is evident that any interference with the normal outgo must seriously affect the nation. This interference has occurred, and, most unfortunately, at a time when from causes thoroughly well understood in banking circles, financial affairs the land over have become so mixed as to make the marketing of cotton a matter of prime importance.

The South as a whole is undoubtedly at

the moment in a stronger position financially and richer than it has been at any time since the war, but this does not at all mean that it can be independent of the rest of the country. If one moral more than another is presented by the developments of the past 30 days, it is that in the larger affairs of the nation the several sections are absolutely interdependent. And from fixed investment of capital the South now owes the North and Middle West a very large sum of money for credit advanced, the obligation being in the form of notes with fixed maturities, and in a great number of cases secured by the pledge of farmers' and merchants' notes discounted by local banks, and practically all to be paid from this year's cotton crop. If a planter owning his crop and owing his bank no money for funds advanced with which to make it desired to hold his cotton for any reason, it might be unfortunate for the situation and possibly for himself, but no one would be justified in offering any criticism. If such conditions do not obtain, however, and a planter desires to store his cotton, refusing to settle with his local bank, the situation is altogether different, and the Southern banks should most carefully consider the risk, first of all to themselves, which they are undertaking in not forcing, if necessary, the liquidation usually had at this time of the year. It has been suggested that the scarcity of currency is interfering to some extent with the movement. It is difficult to appreciate this, especially in the case of those owing money to their banks. The crop has been picked and much of it baled, and wages for it paid in currency, and the cotton can at once be hauled to the cars, and an order bill of lading does the rest.

Under existing inflated credit conditions the banks in the North and West will certainly for months to come bend all their efforts toward securing the payment of maturing obligations, and will not be in position to make fresh advances, especially for speculative purposes. The season is at hand when the Southern mills begin to purchase their supply of the staples. It is difficult to see where this usual credit is to be obtained if some more or less general movement of the crop does not permit the payment of old debts and the extension of fresh credits to the mills. Aside from this, the country is apt to witness during the coming year, and accompanying the general let-down in business and the consequent idleness of a vast number of people, a material shrinkage in the demand for cotton goods. This, of course, means that the mills will not buy their usual quantity of raw material. If commerce should be so choked as to make it impossible to grant further credits, some mills must inevitably shut down, and the time lost will not be made up, and cotton consumption will be lessened by just so much. Business reaction must come in any event, but its effect would be much less seriously felt if the Southern planter, with or without the insistence of his banker, would promptly sell at least some of his cotton. Should this be done it is quite likely that the present prices, 10 to 11 cents, can be had and maintained. If, on the other hand, the crop be held until the present business situation becomes more aggravated, and mills, for lack of credit, be forced to cease operations, the farmer is apt to have on his hands a large portion of his crop to carry over until next season, when, with only a moderate yield, the price is apt to be nearer 8 cents a pound than 12.

If in the above thoughts you find anything worthy of emphasis, the discussion of such points in the MANUFACTURERS' RECORD will do much to aid in a situation which is now crying for remedy.

There is no difference, in principle, between holding cotton in expectation of a rise in price and with a purpose of stimulating the rise by the holding and holding currency, stocks or other securities in expectation and with design of enhancing their price. Both practices are speculative, and both become especially detrimental to material interests when they are made possible by an extension of credit. For both, under such extension, there is imminent danger that the end will be exactly contrary to the one sought.

All of that, as well as the fact that an undue holding of cotton at a time when the settlement of obligations secured by the cotton might relieve a currency stringency, tends to weaken conditions dependent upon the free movement of cotton, cannot be successfully disputed. The Baltimore financier is

perfectly correct in tracing the possible regrettable effects of such a policy. But, though there are evidences of attempts to hold back cotton, by means of borrowed money, here and there in the South an analysis of the figures of the crop movement hardly indicates that the holding has had any material effect, either upon the purchases of cotton in this country or the shipments for export to foreign countries. Superficially, this may not be apparent. Official figures show that up to November 15, in comparison with the same 76 days of the season of 1906, there were brought into sight 913,256 bales less; there were exported 390,266 bales less; Northern spinners took 100,530 bales less, and Southern spinners took 2603 bales less. Comparing, too, the movement of the first two months of 1906 and of the first two months of 1907, the theory that cotton has been held back unduly, seems to be justified, as follows:

	Oct. 31, 1906.	Oct. 31, 1907.
Bales.		
Into sight.....	3,349,011	2,689,634
Exports.....	1,582,058	1,257,889
Mill takings:		
Northern.....	320,150	237,321
Southern.....	477,315	479,510

The theory is, apparently, borne out, if all other facts are disregarded, in comparison of practically the same 28 days in 1906 and 1907, as follows:

	Oct. 19, 1906.	Oct. 18, 1907.
to		
Nov. 16, 1906.		Nov. 15, 1907.
Bales.		
Into sight.....	2,383,488	1,849,103
Exports.....	1,250,479	1,026,603
Mill takings:		
Northern.....	318,244	245,510
Southern.....	248,646	240,945

But other facts cannot be disregarded, and a dominant fact is the lateness of the cotton season, from three weeks to a month, according to different localities in the South. Bearing in mind that lateness, and comparing upon that basis, the early part of October, 1906 and the early part of November, 1907, in which the movement of cotton might naturally have been expected to share the consequences of the financial disturbance of this month, the following comparison is suggestive:

	Nineteen days Oct., 1906.	Fifteen days Nov., 1907.
Bales.		
Into sight.....	1,280,243	971,481
Exports.....	612,161	574,535
Mill takings:		
Northern.....	126,066	165,348
Southern.....	172,590	122,073

This comparison shows that in spite of the pressure brought to bear upon the South on account of the demoralization in financial circles, there was comparatively only a slight falling off in the daily movement into sight in November, 1907, from that in October, 1906, the average daily movement in November having been 64,700 bales, as against 67,400 bales in October of last year. But the average daily exports, 38,300 bales in the 15 days of November, 1907, was larger than the average daily exports in the 19 days of October, 1906. This suggests that the willingness of cotton to come forward was practically no different in November, 1907, than in October, 1906.

That willingness is more strikingly revealed in comparing the movement up to October 19, 1906, with that up to November 15, 1907, about the fairest periods for comparison, bearing in mind the lateness of the present season, as follows:

	Oct. 19, 1906.	Nov. 15, 1907.
Bales.		
Into sight.....	2,377,771	2,661,115
Exports.....	1,042,372	1,332,424
Mill takings:		
Northern.....	218,362	402,669
Southern.....	363,966	601,583

Upon this basis the excess of movement into sight this year is 1,383,344 bales, and of exports 790,152 bales greater than the movement in a practi-

cally corresponding period of last season. The significance of this, as well as the incorrect basis for a theory that any great mass of Southern cotton growers have been holding back their cotton unduly, appears in the fact that the latest Government report shows that up to November 14 there were ginned 1,251,040 bales less than up to the same date last season. Cotton is ginned promptly as picked.

Therefore, the laudable purpose to prevent cotton growers from attempting to speculate with borrowed cash or credit upon their crop should not be oblivious to the evident gallant movement of cotton to move to the markets of the world in spite of the distressing condition in financial circles that has prevailed almost ever since the cotton began to be ginned in large quantities.

The MANUFACTURERS' RECORD was right when it recently stated that in giving us a late spring nature had delayed the maturing and marketing of the cotton crop by at least three weeks.

Mr. T. B. Ragan, president of the Hawkinsville, Ga., Loan and Abstract Co., in renewing his subscription to the MANUFACTURERS' RECORD, writes:

We do not see how we could well get along without it. It is so valuable to our office.

FOR NATIONAL WATERWAYS.

Congressman Joseph E. Ransdell of Lake Providence, La., president of the National Rivers and Harbors Congress, in a letter to the MANUFACTURERS' RECORD bearing upon the meeting of the congress next week at Washington, says:

"I wish to thank you for the splendid work done by your great journal for the cause of a broad waterway policy and to assure you of the deep appreciation of all true friends of waterways for the same."

Among the gentlemen who have already accepted definitely the invitation to address the congress are Governor John H. Johnson of Minnesota, Governor Albert Cummings of Iowa, Governor C. S. Deneen of Illinois, Governor Edwin Warfield of Maryland, Governor Hoke Smith of Georgia, President W. W. Finley of the Southern Railway, President James J. Hill of the Great Northern Railway, Mayor Henry M. Beardsley of Kansas City, Chairman Martin A. Knapp of the Interstate Commerce Commission, Congressman John Dalzell of Pennsylvania, Baron H. von Sternberg, German Ambassador, Chief O. P. Austin of the Bureau of Statistics of the Department of Commerce and Labor, Director John Barrett of the Bureau of the American Republics; Col. C. P. Walbridge of St. Louis, for the Lakes to Gulf deep waterway; Messrs. John M. Parker of New Orleans, for the Lower Mississippi valley; Albert Bettinger of Cincinnati, of the Ohio Valley Improvement Association; George Clinton of Buffalo, N. Y., one of the leading spirits in the improvement of the Erie canal; John M. Stahl of Chicago, former president of the National Farmers' Congress; Charles Emory Smith of Philadelphia, Gustav H. Schwab of New York city and Arthur Knox of the Bronx, New York city.

NOT DULLNESS HERE.

The Pittsburg Automatic Vise & Tool Co., general offices Pittsburg, Pa., reports that in spite of the general tendency of retrenchment throughout the country, its orders have not decreased, and that its plant is working double time in the endeavor to fill orders promptly. In October the company doubled the business of any previous month since the start.

Tax valuations in Columbia, S. C., this year amount to \$10,136,468, an increase over last year of \$610,692.

CINCINNATI'S PERSISTENT PUBLICITY CAMPAIGN

[Special Correspondence Manufacturers' Record.]

Cincinnati, Ohio, November 23.

With no free sites or other artificial advantages to offer seekers after new industrial locations, Cincinnati is carrying on a notable campaign of publicity and promotion that may well challenge the attention of every old-established city in the country. Concerted action, "team work" by the whole people and an aroused, vigorous, organized public spirit may be stated as the moving forces behind the undertaking, and the results are seen in a greater degree of material advancement within seven years than Cincinnati has ever experienced, while new parks and a system of parks and boulevards, new water-works, new schoolhouses, new houses for working people and others testify that Cincinnati has at the same time made no departure from her time-honored devotion to the esthetic, the artistic and all that goes to make life comfortable and worth living.

The list of notable achievements within seven years, many of them directly attributable to the new spirit that possesses Cincinnati, and all of them dating from the time when the present efforts were inaugurated, includes five new skyscrapers; two new hotels—the equal of any west of New York; a dozen new power buildings—one of them alone adding 11 acres of floor space to the manufacturing accommodations of the city; four new bank buildings in the city and still others in the suburbs; a number of large office buildings; the new Southern Railway freight depots and terminals, costing \$2,500,000; the completion of a new water-works system, costing \$10,000,000; the erection of a half dozen modern public-school buildings; two new high-school buildings under way; a number of new fire department and police patrol buildings; the extension of terminals of practically every line of railroad centering in Cincinnati; the entrance into Cincinnati of a new railroad line from Chicago; the construction of a movable dam by the United States Government at a cost of more than \$1,000,000, giving Cincinnati a harbor of more than 20 miles in length; the addition of a number of small parks in the heart of the city, and the approval of a new park system for Cincinnati that will add 2000 acres of parks and miles of boulevards, and will assure a park or playground within five minutes' walk of every part of the city or suburb; the erection of very many new factory buildings on acreage tracts in the suburbs, and the erection of hundreds of new homes in every section of the city.

Already a great manufacturing center, lending all the cities of the country in some lines and well to the front in many others, Cincinnati has within the seven years last past increased her manufactured products by a value of nearly 50 per cent., and new enterprises are under way all the time. Through her organizations Cincinnati is being kept in the public eye; her substantial advantages are presented broadcast through the publications of the land, and while the interests of her established institutions are being conserved, at the same time a greater and better Cincinnati is being built up through securing new industries, new development and new improvements, and the zeal of the people is steadily held at the effective point. Thus an appetite for achievement has been created and a habit of enterprise established that must work for unhalting progress, so it is considered, with the expected result that the ensuing seven years will show more marked advancement than those just gone before. While working directly and all the time, through a campaign of extensive advertising and by personal effort, for

more factories, more citizens and increased business, Cincinnati's organizations are also striving to improve the conditions and facilities of the city for the double purpose of benefiting those now living and working in the city and its suburbs and of increasing the attractions and advantages that make appeal to those of other places who are looking for new and more desirable locations. Thus the strength of the organizations is being exerted toward street improvements and new viaducts; the completion of the park and boulevard plan as approved; the erection of more and better homes for workmen; the construction of a belt-line railroad around the city and the completion of the Ohio river improvement to give a nine-foot stage at low water from Pittsburg to Cairo.

The organizations are also lending their aid to the proposition to extend the city limits by annexing a number of populous residential and industrial suburbs, so that in future census reports the city will more nearly receive credit for the 550,000 people who comprise the actual population dependent on Cincinnati.

Without enumerating the 35 organizations which are in their several ways working for the interests of Cincinnati, it is sufficient to say that they are practically welded into one central body through delegate representation in the Associated Organizations, so that the voice and influence of this association or senate speaks and acts for all the organized activity of Cincinnati in matters affecting the municipality.

In considering what has been done in Cincinnati in the way of increasing its importance industrially, some reference to the functions of the Industrial Bureau may be made. The Industrial Bureau, organized in 1901 to secure more factories and a greater population, is at once an expression of the new spirit of aggressiveness of Cincinnati, and also one of the most potent factors in keeping that spirit alive and effective. It is through the Industrial Bureau that Cincinnati's advantages and attractions are being advertised in an appeal to the seekers for homes as well as locations for industries. Thus the leading trade journals carry advertisements setting forth the reasons why manufacturers can advantageously locate in Cincinnati, while in the literary weeklies and magazines appeals are made as well on behalf of the universities, schools, museums, conservatories, parks and residence suburbs as attractions to those who may contemplate a new home. A liberal fund provided by certain of the business interests of Cincinnati has enabled the bureau to carry on such an extensive campaign of advertising that Cincinnati is becoming more favorably known the country over than ever before. The advertising campaign is in the hands of Secretary Will L. Finch, who had been prominent as a newspaper writer in Cincinnati, and the skilful and convincing manner in which he has presented the arguments in behalf of Cincinnati as a manufacturing, commercial and residence city has increased the faith of Cincinnatians themselves, while educating the country generally as to the conditions that prevail. For instance, in the literature Mr. Finch sends out are statements such as these:

It was Cincinnati's ideal location that led to its settlement in 1788. It is the oldest city of the Northwest territory. It is the city nearest the center of population in the United States, and within a radius of 600 miles are three-fourths of the population of the United States. Being closer to the South than any other great Northern city, Cincinnati has become

the largest hardwood lumber market of the world, and being directly connected with the iron districts of the South, and being thereby the natural distributor of this product, there is sold by Cincinnati houses fully 20 per cent. of the pig-iron produced in the United States. Cincinnati floats coal down the river from the great fields of Pennsylvania and West Virginia at a cost of one-thirtieth of a cent per ton per mile. There are 25 separate and distinct railroad lines, including six trunk lines to the East and four to the South. These roads give switching facilities to factories all over Cincinnati and in the suburbs. With the improved Ohio, water shipments may be made to the Gulf ports and throughout the world when the Panama Canal is completed. Cincinnati has a large population of thrifty, contented, home-owning and home-loving workmen, so that labor troubles are practically unknown. Cincinnati thus has all the requisites for success in industrial enterprises—nearness to a consuming market, accessibility of raw materials, fuel, transportation and labor.

Cincinnati owns a railroad extending from the city to Chattanooga—the only municipally-owned railroad in the country. It could be sold for enough to pay the city's bonded indebtedness. Under lease it almost pays the interest on the city's debt. This gives Cincinnati one of the lowest tax rates in the United States, and makes her financial standing so strong that she can float 3 per cent. bonds at a premium.

Reference is made to the importance of Cincinnati as a financial center, and to the fact that a panic has never been known in the city; that it is one of the richest cities in the country; that it is especially noted for the large number of men of moderate wealth, ranging from \$250,000 to \$500,000; that it is the headquarters for the largest financial institution in the State—the Union Central Life Insurance Co. Attention is called to the way in which outside capital has been attracted to Cincinnati, as evidenced by the Weidner & Elkins Company taking hold of the street railway; A. S. White & Co. of New York getting hold of the Gas & Electric Company; the building of a new railroad line from Chicago to Cincinnati by Boston capitalists, and the large amount of investment that is being made by out-of-town capitalists in local real estate as proof of the certainty that Cincinnati will continue to grow and is destined to become the great metropolis of this section. The desirability of Cincinnati as a place of residence is pointed out, with its equable climate, its prominence as a musical center with its college of music and conservatory of music, both of which institutions draw students from States as far remote as Texas. The medical and dental colleges are pointed out, and the University of Cincinnati, supported by taxation as a part of the public-school system, the only strictly municipal university in the United States. Cincinnati is a popular convention city because of its facilities for entertainment and amusement. There are no better or cheaper markets for meats, poultry, fish, vegetables or fruit. The parks are famous and the residential suburbs are among the finest in the world.

As a result of this variety of catalogued attractions and advantages Cincinnati, it is announced, has over 8000 industrial plants, comprising over 250 distinct lines, and it is declared that she ranks first of all the cities of the country in the manufacture of machine tools, woodworking machinery, playing cards, office furniture, vehicles, soap, lithographic products, laundry machinery, harness and saddlery, whiskey and cotton batting. Cincinnati is second in diamond cutting, third in

clothing manufacture and in electrical machinery, and fourth in volume of its shoe manufacture. It is prominent in the manufacture of pianos, jewelry, varnish, chemicals and fertilizers and in the packing of meat. First as a hardwood lumber market, it also leads as a market for whiskey, tobacco, sole leather and paper. The importance of Cincinnati as a publishing, lithographic and printing center is based on the fact that every kind of paper in commercial use is made in and near Cincinnati, so that Cincinnati is the cheapest paper market in the country. The claim is made that some of Cincinnati's manufacturing plants are the largest of their kind in the world, the list including the United States Playing Card Co., American Laundry Machinery Co., Globe-Wernicke Company, Proctor & Gamble, American Oak Leather Co., J. A. Fay & Egan Company (woodworking machinery), Perkins-Campbell Company (harness and saddlery), Krippendorf-Dittman Company (said to have the largest shoe factory under one roof, employing 3000 hands in the one building), and the Ault & Wiborg Company (printing inks). With easily available supplies of timber, iron, cotton, wool, leather and paper, it is declared that practically every manufacturer can secure in Cincinnati not only the materials for his product, but the factory supplies required in their manufacture.

Until recent years the manufacturing plants of Cincinnati were located along the Ohio river bottoms and in the Mill Creek valley, where are the only possible routes for the railroads that enter and leave the city. Back from the river lie large stretches of level tablelands, and with the congestion of the lower districts this outside territory has been utilized. This territory, with these thousands of acres of level land available for manufacturing within six, eight and ten miles of the heart of the city, is on trunk lines of railroads, such as the Pennsylvania, the Baltimore & Ohio, the New York Central, the Cincinnati, Hamilton & Dayton, etc. Cincinnati rates apply to all these outlying territories, in some instances as much as 15 or 20 miles from the freight depots. On competitive points, touched by any two of the lines in the outlying sections, there are no switching charges. In many instances it is possible to get on two lines of railway. The Cincinnati roads have been very liberal in the matter of providing private switches.

These vast suburban factory districts can be bought at acreage prices, and very reasonably, so that Cincinnati's offer is a splendid assortment of large manufacturing sites with the best of railroad facilities and at reasonable figures. In many instances, where the railroad lines follow the river, there are well-located acreage sites for manufacturing plants, with the Ohio river and its possibilities for receiving coal and shipping finished product by water on one side and two trunk lines on the other, furnishing unexcelled transportation facilities. Twenty-five railroad lines having Cincinnati as a terminal point reach to practically every section of the United States.

These newly-opened suburban factory districts are not isolated spots, but are all of them reached by street-railway lines running out from the center of the city, thus insuring ample facilities for the transportation of labor between factory and home. A universal system of transfers enables the workman to live in any other section with the single carfare of five cents, so that wherever located the factory has the entire working population of the city to draw from. It is not at all unusual for an employee to live in the east end of the city, where he owns his own home, and travel 10 or 12 miles by street

car to his place of employment in an entirely different section of the city.

These new districts are being occupied rapidly with the most modern manufacturing plants. Some of these have removed from the old industrial districts of Cincinnati, others have come from less favored localities to Cincinnati.

In Norwood are the big works of the Globe-Wernicke Company, occupying 16 acres of floor space and using 1,000,000 feet of lumber a month in the manufacture of their desks and office specialties. The capacity of the plant has been increased 100 per cent. since 1900, and other additions are planned. The American Laundry Machine Co. has doubled its capacity in five years, and now occupies three acres of floor space. The Standard Mill Works Co. came to Norwood from Oshkosh, Wis., 1902, and has increased its capital from \$100,000 to \$300,000 since then and its output from 250 to 480 cars. The Cincinnati Rubber Manufacturing Co. moved from Akron in 1905. The business has increased 30 per cent. a year since then, and the plant occupies two acres of floor space. The Smith & Nixon Piano Co. moved from Chicago in 1903, and has doubled the value of the output since then, now manufacturing the equal of 2500 pianos a year. The United States Playing Card Co. removed from the city to East Norwood in 1899. When in full operation the weekly payroll is \$10,000. The business has much more than doubled in eight years, and the buildings now cover more than five acres of floor space. The Bullock Electrical Co., branch of the Allis-Chalmers Company, located in East Norwood in 1898. The employees have grown from 300 to 2000, and the weekly payroll from \$3000 to \$25,000. The Boss Washing Machine Co., located in East Norwood in 1900, has grown from 30 employees to 150 and from 100 machines daily to 350. Norwood and East Norwood, which as an industrial center are not yet 10 years old, now have industries with a total capitalization of over \$6,000,000 and are employing nearly 6000 hands.

As an illustration of what is being done to meet the new demands for factory sites, the case of the Factory Colony Co. may be mentioned. A company of local manufacturers was formed, 100 acres of ground at Oakley, just beyond the manufacturing suburb of Norwood and on the Baltimore & Ohio Railroad, was bought, and a central power plant and a central foundry plant established. The central foundry plant is one of the largest foundry plants in the city, one building being 300x400 feet, or covering about an acre and three-fourths of ground. These are to be surrounded by the Cincinnati Milling Machine Co., the Bickford Drill & Tool Co., the Cincinnati Planer Co. and the Triumph Electric Co., which concerns have taken up one-half the tract. The other half is open to settlement by such metal-working concerns as may desire to locate at Cincinnati from outside the city. In the same neighborhood is the immense new Peck-Williamson heating and ventilating plant, which will cover 10 acres and be made up entirely of one-story buildings. A second new foundry is being erected at this point, also the new plant of the Mamolithic Carbon Paint Co.

To meet the demand for homes for workmen for this new industrial colony a local syndicate has acquired what was formerly Oakley Park or racetrack of about 150 acres, the old grandstand has been converted into an apartment-house, the tract of land platted, and homes are now being erected. This residence suburb is being laid out along modern lines, with a view to making it a model residence suburb with wide streets and plenty of shade—a comfortable home city for factory employees. These two propositions

alone represent an outlay of millions of dollars, largely Cincinnati capital.

In all these movements the Industrial Bureau is lending effective co-operation; in fact, it has been the leader in the undertaking to secure more and better homes for workmen, and recently sent a committee to the East to investigate conditions and systems in the cities there.

Within recent years, as a result of the movement for better manufacturing facilities, there have been erected in the city a number of power buildings, where industries are grouped and provided with power at a cheaper rate than they could obtain located in separate buildings. Among these is the Textile building, in a prominent part of the city, at 4th and Elm streets. Others are the Taft power building at 8th and Sycamore, and there are probably half a dozen more, including the newest and greatest of them all, the Pugh building on 5th, Butler and Pike streets. This is a building entirely of reinforced concrete, the Henebique system, with wire-glass windows in metal frames, and built throughout in the most substantial manner possible. The trial tests on the floors carried a load of 1000 pounds to the square foot. No forms were removed

under six weeks. The building is equipped with automatic sprinkler systems. In the basement 175,000 gallons of water are stored, two tanks on the roof have 25,000 gallons capacity each, and the pumps are kept in action all the time. The rate of insurance on machinery is about 12 cents a thousand. No insurance is carried on the building. The air is washed by air washers and distributed by fans throughout the building, using in winter 300,000 cubic feet a minute. The vacuum system of cleaning is used. The building was constructed for the exclusive use of the textile industries, and 11 different firms, the leaders of the city in the lines of clothing, suits, skirt and cap makers, are the tenants. Many of these gave up their own plants to remove to this building. Power, heat, light, water and night-watch service are given at a flat rate. A De Laval turbine is used, which has about 900 horsepower capacity. At its highest part the building is 10 stories. The total floor space is nearly 11 acres. The cost of the building was \$900,000. It is notable among such buildings anywhere, and furnishes a striking illustration of how enterprising and up-to-date Cincinnati has grown to be.

ALBERT PHENIX.

For a Broad Policy in Waterways Improvement.

By CONGRESSMAN JOSEPH E. RANSDELL,
President National Rivers and Harbors Congress.

[Written for the Manufacturers' Record.]

In reply to your letter asking about the progress of the work of the National Rivers and Harbors Congress and the broadening of sentiment toward rivers and harbors work throughout the country, I am very glad to say that from every indication our convention in Washington city the 4th, 5th and 6th of next month will be the greatest waterways meeting ever held in America. We have assurances of large and enthusiastic delegations from every section of the country, and a number of very eminent men in the highest ranks of statesmanship, diplomacy, political science, journalism, law, commercial life, navigation and railroading will address us. Our great waterway subject will be handled by the brightest minds, representing every walk of life, and presenting it from every possible point of view. All of them will join hands in advocating a broad, liberal waterway policy for the nation, and no particular or special project. They will insist that rivers and harbors bills shall be enacted every year, and that they shall carry not less than \$50,000,000 a year. A demand will be made upon the Sixtieth Congress to inaugurate this policy by a rivers and harbors bill of at least \$50,000,000 in the spring of 1908, and the pressure for this measure will be so great that Congress cannot resist it.

Waterway sentiment throughout the Union has grown marvelously since the last convention of the Rivers and Harbors Congress at Washington last December, and is now so strong as to be almost irresistible. This national association has done its utmost to mold public sentiment for a policy and to prevent rivalries and jealousies among waterway interests. It has kept persistently to the front the one idea that our country is great enough and rich enough to promptly improve all of our deserving waterways, and that it will do so if waterway people pull together for the great cause until that policy is adopted and rivers and harbors bills are placed upon an annual basis of \$50,000,000.

The recent trip of President Roosevelt down the Mississippi river called the attention of many sections to the general subject as never before, and it is being studied and understood now by people who had no

conception of it a few months ago. The people of the Mississippi valley have been enthusiastic about improving their waterways for years, and now the people of the Atlantic coast have become aroused, as witnessed by the recent great meetings at Wilmington on the 5th and at Philadelphia on the 19th of this month, at which strong waterway associations were formed. Reports from the Pacific coast tell me that that section is also thoroughly aroused, and will be largely represented at the Washington meeting. Indeed, my reports from every part of the country show the greatest interest and enthusiasm.

Lake Providence, La.

RECLAIMING SWAMPS.

Efforts to Further National Drainage Legislation.

For the purpose of more thoroughly arousing the interest of the people generally in the reclamation of the vast areas of swamp lands found in all sections of the country, the first annual session of the National Drainage Association was held in Baltimore, Md., this week. This association has for its definite object the putting of the National Government behind the movement, and the energies of the association will be centered in having what is known as the "Flint general drainage act" passed by the coming session of Congress. The main features of this bill provide that the constructive work of swamp-land reclamation shall be done by the Government under direct charge of the Department of Interior, and that the initial cost of this work shall be borne by the Government, which will be reimbursed by the owners of the lands by annual payment extending over a period of 10 years.

The advantages to be derived from the drainage and subsequent development of these lands were discussed in all of their different phases, including those of both a practical and technical nature, and many interesting features were pointed out of successful results that have been accomplished along this line in many different States. Several of the papers read before the meeting were accompanied by stereopticon reproductions, showing the lands before, during and after reclamation, to-

gether with the agricultural products raised on the lands. Aside from the discussion of the important commercial results which such reclamation will bring about, much emphasis was also laid on the wholesome effect this work would have on rendering these sections more habitable and healthful, especially in ridding them of mosquitoes and malaria.

The addresses for the most part were made by men who are directly engaged in the drainage of swamp lands either in the employ of the National or various State governments, and as claimed by them, the results in this comparatively small and disconnected way indicate the wonderful possibilities of a general reclamation undertaking conducted under a broad policy.

The association was welcomed to Maryland and Baltimore by Governor Edwin Warfield, Mayor J. Barry Mahool, to both of whom President George E. Barstow of the association responded. The set program of the meeting included papers on "Salt Marsh Drainage in New Jersey," by Prof. John B. Smith, entomologist New Jersey Agricultural Experiment Station; on "The Status and Present Need of Agricultural Drainage," by Mr. C. G. Elliott, chief of Drainage Investigation Bureau, Agricultural Department; on "Drainage as a Commercial Asset to the United States," by Hon. Halvor Steenerson, M. C., Minnesota; on "Drainage and the Public Health," by Mr. J. S. Cosgrove, State Drainage Commission, Charleston, S. C.; on "Reclamation of Wet Lands in Minnesota," by Mr. Geo. A. Ralph, State drainage engineer, St. Paul, Minn.; on "Drainage from a Labor Standpoint," by Mr. Robert E. Lee, Baltimore; on "A National Drainage Law," by Hon. Frank P. Flint, United States Senator, California; on "The Mosquito as a Sanitary Problem" (illustrated), by Prof. E. A. Ayers, M.D., New York; on "The Swamp Lands of Maryland," by Prof. Wm. Bullock Clark, director and professor of geology, Johns Hopkins University; on "The Relation of Drainage to Mosquito Extermination," by Mr. Henry Clay Weeks, May Side, L. I., secretary the American Mosquito Extermination Society; on "A Military View of Drainage," by Major J. A. Dapray, U. S. A.; on "National Drainage and Congress," by Hon. J. A. Bede, M. C., Minnesota; on "The Control of Floods by Farm Management," by Dr. W. J. McGee, secretary Deep Inland Waterway Commission; on "Drainage Work of the Reclamation Service," by Mr. F. H. Newell, director Reclamation Service; on "Forests in Their Relation to Drainage," by Mr. Gifford Pinchot, chief forester United States Forestry Service; on "National Drainage and Its Effect Upon Inland Waterways," by Hon. Francis G. Newlands, United States Senator, Nevada; on "Drainage of the Everglades of Florida," by Hon. N. B. Broward, Governor of Florida; on "Why Congress Should Pass a General Drainage Law," by Hon. John H. Small, M. C., North Carolina; on "A Few Words in Favor of a National Drainage Law," by Mr. Jas. T. McCleary, Second Assistant Postmaster-General; on "National Duties and Opportunities in Drainage," by Hon. James R. Garfield, Secretary of the Interior; on "The Relation of the Geological Survey to the Drainage Work," by Mr. George Otis Smith, director United States Geological Survey; on "What Has Been Accomplished by Drainage in the South," by Mr. John A. Fox, Arkansas; on "The Swamp Lands of North Carolina from a National Standpoint," by Hon. Marion Butler, ex-Senator, North Carolina, and on "What I Do Not Know of Drainage," by Hon. Charles J. Bonaparte, Attorney-General United States.

CURRENT EVENTS AS VIEWED BY OTHERS

LEGISLATIVE FOOL-KILLERS.

[Norfolk Virginian-Pilot.]

That there is too much legislation is a lamentable fact not to be gainsaid with any regard for truth. It is also painfully apparent as the sessions pass one into another that the statute-books become burdened with statutory requirements and prohibitions to which neither the public officials nor the people pay the slightest regard, and much of this improvident enactment is so absurd and mischievous that disregard of it can scarcely be imputed to an intelligent public as a heinous offence. But if the practice of improvident legislation is to go on as of late, government itself will soon come into disrepute and the habit of non-observance will grow into contempt of all law. A member of the General Assembly who would arrogate to himself the thankless job of a censor and obstructionist of foolish and unnecessary measures would make himself very unpopular with the majority of his colleagues, but he would deserve the gratitude of the public. Whether he would ever reap that reward is another matter. If, however, he should essay the role of actual executioner to the Solons who father improper bills, he would soon find himself oppressed by loneliness. He would be in the fix of the conqueror who made a wilderness of Poland and called it peace.

WHISKBROOM BANDITS.

[Louisville Courier-Journal.]

Possibly the employers of the Pullman porter are responsible for this nuisance. Upon leaving a sleeping car every self-respecting person repairs as soon as possible to the home or the hotel and tubs. A careful brushing of the clothes in the hotel or home, where one has a right to distribute dust and germs if he may shake such evils off anywhere, is incidental to the general cleansing necessary to the maintenance of comfort and self-respect. The Pullman porter who glosses over his highwaymanry by hitting the outer apparel a lick and a promise does not in any way serve the victim. Upon the other hand, he frequently disturbs him when he is reading or catching 40 winks of sleep. Magnates who manufacture cars and own vast estates ultimately get the graft extorted by the porter who kicks up the dust and flushes the flocks of winged germs. Their dividends are quite large enough to admit of their paying sufficient salaries to all of their employees.

SECESSION OF MOBILE.

[Mobile Register.]

The secession of Mobile would be both impracticable and undesirable.

It would be impossible to obtain legislative consent to such a proposition, even if a majority of our people were to urge it. We must regard Mr. McDermott's telegram to the senator, therefore, as merely a form of protest against the treatment accorded to Mobile. It is undesirable as a proposition, because Mobile is and ought to remain an important part of the State of Alabama, being allied with this State by its system of rivers, the railway avenues of commerce, and by commercial and social conditions. Mobile is the only seaport of the State, is the outlet of its great mineral resources and manufactures, and is the very central point of interest in the great development now under way in this State. There is not enough territory here out of which to form a separate State, and we could only proceed by alliance with Southern Mississippi or Western Florida, which, if ef-

fected, would put us on a plane with other and rival Gulf ports adjacent to Mobile and rob us of the distinction of being the only port of our State. This would be hurtful to our interests and turn a damper upon our hopes of consideration because of our unique geographical position.

In whatever way it is regarded, the secession idea is impossible, and we beg to be relieved of the imputation that it is seriously regarded here.

ENGLISH OPEN-HEARTH STEEL.

[Iron Age.]

Comparisons of the positions of Bessemer and open-hearth steel in the United States have been common, in view of the sensational advance of the latter toward parity with the Bessemer product. An interesting story of the march of the open-hearth process in the United States is told, moreover, by contrasting the statistics for this country and Great Britain in recent years, with particular emphasis on the fact that only so lately as 1900 did American open-hearth steel production first exceed that of Great Britain. For comparison the Bessemer and open-hearth steel outputs of the two countries are given for a series of years, five-year intervals being taken from 1885 to 1905, inclusive, with yearly statistics from 1899, when British open-hearth steel production last exceeded that of the United States:

Steel Production in the United States and Great Britain.—Gross Tons.

	Bessemer.		Open hearth.	
	United States.	Great Britain.	United States.	Great Britain.
1885...	1,519,430	1,304,127	133,376	583,918
1890...	3,688,571	2,014,843	613,232	1,564,200
1895...	4,909,128	1,535,225	1,137,182	1,754,737
1899...	7,586,354	1,925,074	2,947,316	3,030,251
1900...	6,684,770	1,745,004	3,398,135	3,156,050
1901...	8,713,302	1,606,253	4,656,309	3,290,791
1902...	9,138,363	1,825,779	5,067,729	3,083,288
1903...	8,592,829	1,910,018	5,829,911	3,124,083
1904...	7,859,140	1,781,533	5,908,166	3,245,346
1905...	10,941,375	1,974,210	8,971,376	3,338,072
1906...	12,275,253	1,907,338	10,970,998	4,554,936

WEST IN WALL STREET.

[Mining and Scientific Press.]

Middlemen we must have, promoters, too, and brokers; that is well enough, but we are protesting against turning natural pioneers into middlemen, leaders into besotted followers, engineers into stock-jobbers. Think of the stimulus to industrial progress, possibly even to something higher, if about two-thirds of the brilliant and intensely forceful men now congregating on Wall Street were released from the menagerie of bulls and bears to return to the mines and farms, the railroads and the factories of this country, to give to it once more the native intelligence and the uncommon ability that is now devoted to a financial catch-as-catch-can. When a strong skillful miner quits work to play faro or roulette we call him vicious, we regret the loss of a fine workman, we note the degradation of a good citizen. The camp needs such men to develop its mines, and the town will suffer by the diversion of such a unit of energy into an unproductive channel. A useful man has become a useless gambler. The reasonableness of such a view of the matter may not be obvious to everyone, but such is the mental attitude of the West to Wall Street.

MINERS' BIG WAGES.

[Fayetteville (W. Va.) Journal.]

The following figures as to wages earned by miners in this field are given and show the big money made by this class of labor:

Mike Miller of Glen Jean, August, 27 days, \$131.00; September, 23 days, \$122.90.

G. W. Wright of Glen Jean, 18 days, \$96.57; September, 17 days, \$96.74.

Sam Thomas, colored, of Glen Jean,

August, 26 days, \$115.80; September, 24 days, \$122.45.

William Mickle of Glen Jean, colored, August, 14 days, \$77; September, 22 days, \$111.20.

Carl Dheras, Slav, of Glen Jean, August, 25 days, \$114.75; September, 23 days, \$109.05.

D. V. O'Brien of Parral, August, 25 days, \$238.88.

Zach Nicholls, Cranberry, August, 25 days, \$247.12.

M. Machiniski, Carlisle, September, 24 days, \$102.60.

Ed Griffith, Parral, September, 25 days, \$106.57.

Fred Fackrell, Parrell, September, 23 days, \$104.57.

James M. Evans, Prudence, September, 25 days, \$192.16.

J. B. Kirk, Skelton, September, 23 days, \$159.74.

John Price, Skelton, September, 19 days, \$96.10.

H. G. Shultz, Sprague, October, 25 days, \$157; September, 19 days, \$93.90.

Laird Pugh, Sprague, October, 24 days, \$124; September, 25 days, \$147.

J. B. Dunkley, Cranberry, 22 days, \$87.20.

J. L. Parker, Cranberry, October, 24 days, \$128.20.

Charles Fauber, Cranberry, October, 24 days, \$149.15.

Gus Pulling, Stuart, foreigner, first month in West Virginia, September, 23 days, \$114.08.

Roger Hilton, Stuart, foreigner, first month in West Virginia, October, 24 days, \$89.90.

Frank Mill, Stuart, first month in West Virginia, October, 27 days, \$81.

John Wallace, Price Hill, September, 26 days, \$110.15.

John Dragon, Price Hill, September, 26 days, \$117.50.

TAXING SHADOWS.

[Hartford Courant.]

It is generally accepted that double taxation is inherently unjust and indefensible. Prove that a taxing scheme involves double taxation, and you theoretically undermine it and demonstrate its unfitness. But every scheme that taxes a bond or a note involves double taxation, for it taxes both the evidence of property and the property of which the note is the evidence.

In the case of municipal bonds the entire taxable property of a community is the security of the bond, and, as that pays taxes, taxing also the bond is laying a tax on both property and that which the property gives a value to. Besides this, there is a direct absurdity in a community borrowing money and then turning about and charging the lender for having lent it. That is what a tax on State or city bonds comes to when it is analyzed.

The whole business of trying to tax shadows and substances at the same time is a mistake.

RELIEVING THE RAILROADS.

[Birmingham News.]

So heavily taxed have been the railroads of the country in handling the tremendous production that there is widespread activity among the leading business interests of the country in the movement of improving inland waterways. Organized efforts are being strongly urged and are being made for the building of a number of canals connecting a number of these waterways, and heavy pressure will be brought to bear on the Government in favor of a generous policy in the matter of increased

appropriations for the improvement of rivers and harbors. This is a result of a realization of the fact that the railroads cannot enlarge their facilities sufficiently to meet the heavy demand on them for prompt service. All of this means vast growth all along the line.

A NATIONAL EDUCATOR.

[Boston Herald.]

The new union station in Washington, D. C., is not only serviceable, comfortable, costly and ornate, it also will be educational in its effect, teaching not only residents of the district, but the innumerable throng of visitors to the capital from all parts of the country what art can do when it is employed by the State and by industry to combine utility and beauty. Along with the Capitol, the Congressional Library and certain other public buildings in Washington, the new structure takes its place as a teacher.

WHAT WILL ALABAMA DO?

[Arkansas Gazette.]

So the great steel trust has entered Alabama. And what will Alabama do? Will it listen to the voice of some demagogic politician in search of an office, whose platform consists largely of denunciation of corporations? Will it tolerate a propaganda that might culminate in closing busy mills, throwing thousands of men out of work and driving men and money from the State?

Or will Alabama welcome the steel trust, being "assured of the development of the iron and steel interests of Alabama on a scale commensurate with the natural advantages of the State?" Will Alabama not realize that, "backed by the vast resources in money, brains and energy of the steel corporation, the Alabama district, with its practically limitless resources of coal and iron, ought to leap forward into a far more commanding position than ever before in the world's metallurgical affairs."

The theory that the way to build up a State is to keep out foreign capital and try to run out the industries you have already is a baleful one that time, we trust, will dissipate.

CHARLESTON'S OPPORTUNITIES.

[Charleston News and Courier.]

The opportunities of Charleston were never so great as they are at present. Owing to the improvement of this harbor by the Government, Charleston has become the deepest deep-water port on the South Atlantic. The railroads which served us 24 years ago have been absorbed into the great systems of the country and could serve us better now if we were prepared, as we ought to be, to handle in the cheapest and most modern way the immense volume of business that would come here if we could take care of it. Recently the railroads terminating at this port have consented to establish the same rates on export traffic from Charleston as the rates to Norfolk, thus placing us on an equal footing, so far as rates can place us on an equal footing, with the great Virginian port. But we lack facilities for doing business. Nearly all the old warehouses are now employed in handling the local business of the port. What we require is a string of new, well-constructed, thoroughly-equipped warehouses with facilities for handling business at the ship's side. The early part of this year an effort was made by one of the largest cotton-exporting firms in the United States to do business here, but it was denied the ac-

commodation it required, and so we have poked along in our old-fashioned way praying for new business, yet able to take care only of the old business that has been offered. Doubtless there will be new operators at this port next year, and there must be larger warehouse facilities and new compresses for the handling of cotton and new wharves for the docking of ships.

A FEW COLD FACTS.

[Buffalo Evening News.]

The year 1907 will end with deposits in savings banks amounting to nearly \$4,000,000,000.

A \$25,000,000 deficit in the United States Treasury was turned during the last year into a surplus of over \$87,000,000, and the surplus next year will be like that of 1907.

The farms produced \$7,000,000,000 worth of supplies this year, the mines produced more than \$2,000,000,000 in market value, and the factories turned out goods that are worth about \$15,000,000,000. The gold output is \$110,000,000, or 18 per cent. over the record.

Domestic Industries puts it that in the United States, with 5 per cent. of the world's population, we produce 20 per cent. of the world's wheat, 35 per cent. of its manufactures, 52 per cent. of its petroleum, 70 per cent. of its cotton and 90 per cent. of its corn.

The man who talks of hard times in America under these conditions is insensible to the magnificent business situation of the United States when rationally considered.

INESTIMABLE ASSET.

[Engineering and Mining Journal.]

The iron-ore control is an asset the value of which can hardly be estimated in money.

BUILDING UP BELHAVEN.

The Lumber Industry in a North Carolina Town.

[Special Cor. Manufacturers' Record.]

Belhaven, N. C., November 11.

For many years Belhaven merely held a place on the map and awaited developments. Its position on the Pungo river, not far from its confluence with Pamlico Sound, was felt to be one of some strength, and those who were interested expressed faith in the future of the place as the site of an important town. But nobody did anything to make a town until nine years ago, when John A. Wilkinson built a mill, established a payroll and attracted the attention of the outside world to what Belhaven had to offer. There were three houses here at that time. Now there are 3000 people, and I know of no other town of the same size where so great a proportion of the people are at work. For two establishments located here give employment to from 1500 to 1800, besides the lesser institutions that call for laborers.

Mr. Wilkinson, who was raised in this county, only a few miles from this place, early saw the advantages it offered as a lumbering point, and after serving an apprenticeship with mills being operated by others, built the first one here nine years ago. That was the beginning of Belhaven's growth.

The principal industrial plants here now are the John L. Roper Lumber Co.'s mill and the cooperage establishment of the Interstate Cooperage Co. The Roper mill cuts about 100,000 feet of lumber daily, and employs about 700 people. Much of the lumber sawed is finished into flooring and other articles of the higher class, so that when shipped it is ready for instant use and carries no "deadwood" to swell the freight bill.

The cooperage company works from 800 to 1000 people. It saws from the log

staves and heading, which are shaped, trimmed and finished ready to be formed into barrels. The heading is even "doweled" and put together. In this condition the material is shipped to various other points in its "knocked-down" condition, which, of course, works a large saving in freight. The cooperage company uses for making its barrel materials black and red gum, oak, maple and all the other woods found hereabouts except cypress and pine. It is the value of these woods that will do more than any other one thing to bring about the drainage and reclamation of the swamp lands of this section, for what was formerly a source of great cost in clearing the lands has now been turned into a thing of profit. Millions of feet of the gums grow in the swamps. Until very few years ago they were regarded as worthless, and when land was being cleared the trees were chopped down, cut into lengths, rolled together and burned. Now they are cut into saw logs and sold for enough money to pay the cost of clearing up the lands.

Other enterprises now in operation here are another sawmill, three oyster packing-houses, a grist mill, a cotton gin and an ice plant. Mr. Wilkinson is about to build an electric plant from which to furnish current for lighting the town, and a planing and woodworking mill designed to use up everything in the way of timber that will be cut from the land through which he is now cutting a drainage canal.

For transportation Belhaven is well located. Besides the Norfolk & Southern Railroad, it has excellent water transportation by way of the Pungo river to Pamlico Sound and thence to the Atlantic ocean above the dangerous waters off Cape Hatteras.

While Belhaven typifies what may be and is being accomplished in this State of wonderful resources, so does the life of the man who has vitalized Belhaven typify what can and is being accomplished by these wonderful men, of whom North Carolina has her full share. John A. Wilkinson was raised on a farm a few miles from here, and went to school at the public schools in Jantego, a small village near his home. When he grew up he went to work on the home farm, but soon became imbued with the idea that there was nothing to be made in farming on such a small scale as he was doing, and that while fortune awaited the man who would drain the swamp lands and farm them, it took money to buy the lands and dig the drains. So he went to work at a sawmill for the prevailing wage of 80 cents a day, determined to get money. That was 15 years ago. He was advanced to foreman of the yard, and through all the stages to superintendent of the mill. After he had saved some money and acquired valuable experience in the lumber business, he came here and built a mill. After running it for a time he sold it and his timber lands to the John L. Roper Lumber Co., getting an interest in that concern and being elected vice-president. He reserved some 7000 acres when he sold out, and then bought from the company 18,000 more, the company reserving the timber. This body of 25,000 acres he is now draining, after which it will be cleaned up ready for the plow, and when that is accomplished Mr. Wilkinson will easily take his place among the men who own a million dollars' worth of property.

He is now in his early prime, with many years in which to look forward for the enjoyment that follows honorable success. He hasn't exhausted the opportunities that offer themselves to the men of nerve and ambition by any means, and his life should be an inspiration to many others before whom those opportunities extend inviting aims.

GEO. BYRNE.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

Proposed \$200,000 Cotton Mill.

Messrs. A. C. Tobias, George A. Wagner, R. G. Rhett, George Lunz and Ellison A. Smyth of Charleston, S. C., will incorporate a company with capital stock of \$200,000 to build a cotton pickery and waste mill. They are planning to effect permanent organization in the near future, so that construction can be arranged for. Plans and specifications have been prepared for the buildings, and these will include a main structure 450 feet long by 80 feet wide. The mill will consume the waste of cotton and jute mills, manufacturing it into batting, twine, blankets and rope. It is expected to employ from 400 to 500 operatives. This enterprise is the outcome of a movement begun some months ago (and previously referred to by the MANUFACTURERS' RECORD) by members of the Cotton Manufacturers' Association of South Carolina. Half of the capital will be subscribed by members of that organization and half by Charleston investors.

Proximity Cotton Mill News.

The Proximity Manufacturing Co. of Greensboro, N. C., has been making steady progress lately with the construction of its addition, previously detailed. This addition is a carding and spinning mill, two stories high with basement, 428 feet long by 130 feet wide. It is now under roof, and the shafting is being installed. The machinery is expected to begin to arrive in December, and will be in position ready for operation in 1908. It will include nine sets of picker machinery, 112 revolving top flat cards and 24,000 spindles. Product will be denim warps for the company's present mill. Electricity will be the motive power, and it will be generated at the White Oak Mills station, which is now being increased by the installation of two 2000-horse-power cross-compound condensing engines, each direct connected to a 1500-kilowatt generator. About 200 operatives will be employed in this new mill.

Columbia's Big Cotton Mills.

The stockholders of the Olympia, Granby, Richland and Capital City cotton-manufacturing companies of Columbia, S. C., held their annual meetings last week and found the financial reports of the management entirely satisfactory. It was shown that the several plants were operated profitably during the past year, and the Capital City Mills declared a semi-annual dividend of 3 per cent. The other dividends have not been announced. Lewis W. Parker of Greenville, S. C., was re-elected president of each company. It is interesting to note that the four mills mentioned above have a total capitalization of \$5,053,900, operating 198,432 spindles and 4812 looms. They are driven by electricity generated largely from water-power, and employ 2850 persons.

The Ed. P. Jones Knitting Mill.

The MANUFACTURERS' RECORD has received further information regarding the knitting mill reported last week as to be established at Bristol, Tenn., by Ed. P. Jones. Mr. Jones has leased a building with steam power plant in position, and

will install 31 automatic latch needle knitting machines to begin with, the daily capacity to be 200 dozen pairs of plain and fancy seamless cotton half-hose, lace fronts and embroidered. About \$20,000 will be invested, and the plant is expected to be ready for operation by February 1, employing 60 operatives. All necessary machinery has been purchased. Mr. Jones was until recently a member of Fisher & Jones, hosiery manufacturers, Lykens, Pa.

The Swift Spinning Mills.

Construction of buildings and installation of machinery for the Swift Spinning Mills of Columbus, Ga., has been progressing rapidly during recent weeks, and the company expects to begin manufacturing early in December. The company was organized last December, and announced its plan to build a modern cotton-yarn mill of about 10,000 spindles. Messrs. C. R. Makepeace & Co. of Providence, R. I., were the architects-engineers engaged, and the main building was referred to as to be three stories high, 134x178 feet. Electricity will drive the machinery.

Orders for Cotton Mills.

A Pennsylvania party advises the MANUFACTURERS' RECORD that he is prepared to place orders for certain cotton manufactures. He wants to arrange with mills for the manufacture of goods in bleached and gray warp, about Nos. 28 to 45s yarn single in plain weave goods, and three and four harness twill single shuttle, 27 to 36 inches wide. Party would furnish filling for the goods and could operate 25 looms on various grades. Full information can be obtained by addressing No. 223, care of the MANUFACTURERS' RECORD.

Wisdom Hosiery Co.

The Wisdom Hosiery Co. of Paducah, Ky., has been incorporated with a capital stock of \$150,000, and will take over for operation the Dixie Mills Co. plant referred to last week as purchased by F. P. Toof. Organization has been effected with F. L. Chipman of New York as president; George C. Wallace of Paducah, vice-president, and Robert B. Phillips of Paducah, secretary.

Adding New Machinery.

The Winder Cotton Mills of Winder, Ga., has awarded contract for additional looms, as stated last week, and for other machinery, including 19 spinning frames, two warpers and two spoolers. The looms are 76 in number, and of 36-inch type.

Wants Jute Bagging.

Mr. W. E. G. Robinson of Concord, N. C., wants jute bagging for baling cotton.

Textile Notes.

The Elk Cotton Mills of Dalton, Ga., is reported as having decided to double its present plant of 8000 spindles. The company manufactures cotton yarns, its power being steam.

The Drayton Mills of Spartanburg, S. C., will hold a meeting of stockholders on December 23 to consider increasing the company's capital stock from \$600,000 to \$900,000. This company has a plant of 44,800 spindles and 900 looms.

In his report for November 22 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 83 days of the present season was 4,116,130 bales, a decrease of 1,005,878 bales under the same period last season. The exports were 2,089,080 bales, a decrease of 409,071 bales. The takings were, by Northern spinners, 471,167, a decrease of 130,901 bales; by Southern spinners, 660,128, a decrease of 4026 bales.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

A YEAR OF PROGRESS.

Annual Report of the Cincinnati, New Orleans & Texas Pacific Railway.

The twenty-fifth annual report of the Cincinnati, New Orleans & Texas Pacific Railway Co. for the fiscal year ended June 30, 1907, shows gross earnings from operation \$8,763,774, increase as compared with last year \$308,878; operating expenses and taxes \$7,031,436, increase \$638,764; net earnings from operation \$1,732,338, decrease \$329,886; total income \$1,867,485, decrease \$239,237; balance of income over charges \$334,644, decrease \$53,119. After the payment of dividends the balance carried to the credit of profit and loss was \$84,644, decrease \$53,119.

The company's equipment at the close of the year consisted of 174 locomotives, 86 passenger train cars, 11,201 freight train cars and 65 road service cars. There were ordered last year 3041 freight and ballast cars, all of which have been received. Contract was awarded in November last for 37 heavy locomotives, four for passenger service, 30 for freight and three for switching, delivery of which has presumably been made, as the order was to be completed by the end of October, 1907. There were also purchased two Pacific-type passenger locomotives and five consolidation freight locomotives, eight first-class passenger coaches, five baggage cars and two cafe cars. An inspection car and 19 flat cars were built at the Gadsden Car Works, of which the railway company is part owner.

The work of building second track on the main line was continued, about 15 miles being completed at several points. In addition to this, 12 miles were completed on the stretch of over 30 miles between Flat Rock and Milepost 213, south of Helenwood, and grading has been completed on the rest of this distance, while it is expected that all the track will be laid by December 1. Another stretch from Somerset southward for several miles has also been built, besides a small piece between Harriman Junction and Emory Gap, Tenn. When all the second track is completed there will be 64 miles in service, which will relieve traffic congestion. The company has also laid about 52 miles of 85-pound steel rail and nearly 28 miles of 75-pound steel rail, replacing lighter or worn rails. Considerable ballasting of stone, slag and cinder was done. A number of bridges were also either improved or replaced by stronger extensions. Practically the entire line from Cincinnati to Chattanooga is now equipped with the latest block signals.

A passenger station at Danville, Ky., was completed and the new passenger station at Lexington is expected to be in use by December 1. The shops at Ferguson, Ky., were completed during the fiscal year, and a roundhouse with 20 stalls at that point is to be finished and put in service about the end of this month. There were also several other improvements to buildings.

STILWELL'S PACIFIC LINE.

Progress of Construction on the Kansas City, Mexico & Orient Railway.

Official information received by the MANUFACTURERS' RECORD concerning the progress of construction on the Kansas City, Mexico & Orient Railway, which is being built by Arthur E. Stilwell from Kansas City, Mo., to Topolobampo, on the west coast of Mexico, a distance of 1600 miles, is interesting. This year the company has laid main-line track in the

United States amounting to about 80 miles, divided as follows: In Oklahoma, from Clinton south to Dill City, 20 miles; also in Oklahoma between the North fork of the Red river and the Red river proper, all in Greer county, 29 miles; in Texas, from Knox City north to Benjamin, Texas, and beyond, 15 miles; from San Angelo north 16 miles.

In Mexico east of Chihuahua some eight miles of line has been built, the end of this construction being at the Conchas river. West of Chihuahua some 12 miles have been built, the end of line being about 210 kilometers from Chihuahua.

On this portion of the road have also been completed the necessary side-tracks, depot buildings, section-houses, water stations, etc.

The Official Railway Guide shows that the company now has in operation 291 miles in the United States, of which 203 miles are between Wichita, Kan., and Braithwaite, Okla., and 88 miles are between Benjamin and Sweetwater, Texas. In Mexico it has, including 122 miles of the Chihuahua & Pacific Railway, 266 miles in operation between Picachos and Creel and 73 miles between Las Hornillos and Topolobampo, making a total of 630 miles of operated line on the proposed route.

Next year the company proposes to connect up its line between Wichita, Kan., and San Angelo, Texas; also to build an extension of 40 or 50 miles west of San Angelo, besides doing considerable work on the branch from San Angelo to Del Rio. In Mexico, east of Chihuahua, construction is to be continued from the Conchos river to the Rio Grande. West of Chihuahua about 60 additional kilometers are to be completed, and east of Topolobampo an extension of some 50 kilometers is to be made.

TUSCALOOSA TO GADSDEN.

Work Begun for the Proposed High-Speed Electric Line via Birmingham.

Mr. George C. Scales, superintendent of the Birmingham & Gulf Construction Co., writes from Tuscaloosa, Ala., to the MANUFACTURERS' RECORD that on September 1 the Birmingham & Gulf Railway & Navigation Co. took over the Tuscaloosa Belt Railway, as already reported, and the engines, cars and track are being put into thorough repair preparatory to electrifying the road, which, it is expected, will be done next year.

This will include the branch to Holt, and the line is to be also extended six miles to the coal fields as the first link in the proposed road from Tuscaloosa to Gadsden via Birmingham. This is to be a passenger and freight high-speed interurban railway about 130 miles long, of standard high-tension construction, with 70-pound T rails, slag ballast, signal system, etc.

The officers of the Tuscaloosa Belt Railway are J. M. Dewberry, president; R. H. Little, vice-president; Henry Fitts, secretary; Frank M. Moody, treasurer; J. A. Vandegrift, general manager; George H. Ross, superintendent.

South & Western Plans.

Further dispatches concerning the plans of the South & Western Railway to reach a tidewater terminal are of interest. According to a press report from Charleston, S. C., Mr. J. B. Cleveland of Spartanburg, S. C., president of the Charleston & Western Carolina Railway, says that, in his opinion, the backers of the South & Western intend to make Charleston the outlet for the coal which their line will carry from the Clinchfield region. The interests behind the plan have a tidewater site for terminals in Charleston, but, on the other hand, it is said that they are in-

terested at Southport, N. C., and they may also use the Seaboard Air Line's terminals at Savannah, Ga.

Another report quotes Mr. Cleveland as saying that the present plan seems to be for the South & Western to distribute its coal from Spartanburg over existing lines.

Still another report from Anderson, S. C., quotes a director of the Charleston & Western Carolina Railway as saying that the South & Western wishes to get traffic arrangements over the Charleston & Western Carolina between Spartanburg and Greenwood, S. C., via Laurens, and while no contract has been signed, it has been practically arranged that this trackage plan will be carried out, the coal being distributed from Greenwood. This haul over the Charleston & Western Carolina would be 60 miles long.

There does not seem to be any intention on the part of the South & Western at present to build an independent line between Spartanburg and the seacoast, and while there has been a rumor that purchase of the Charleston & Western Carolina road was contemplated, it has been denied.

Galveston Terminal Work.

Reports from Galveston state that by March 1 about \$1,500,000 will have been expended on the extensive terminals which are being built for the Rock Island-Frisco lines. The improvements include the building at the corner of the Strand and 29th street of a freight depot and platform to cost \$100,000, besides the laying of a considerable mileage of yard tracks, both for the downtown terminals and the yards in the western part of the city. This work necessitated much filling, and an area extending from 29th to 39th street south of the Strand was filled in by dredges, and on this made ground are being laid the tracks for the downtown freight terminals.

At the West End property the work of the dredges at filling in is more than half finished, and is expected to be completed in December. The terminal company, which controls these terminals, has purchased rights of way from 57th street to the Bay Bridge, and two blocks wide. Embankments were built along the north and south side of this track, and the surface grade of it is to be raised two or three feet by filling in. It is on this track that extensive yard, a cotton platform, roundhouse, repair shops and other terminal buildings are to be erected. The work of filling in is under way.

The freight station at 29th street and the Strand is built of yellow pressed brick, and is expected to be finished within a month. Part of it, 46x100 feet, is one story high. The platform is 26x200 feet, and is built of concrete and brick.

Oregon Interurban of Missouri.

Mr. L. I. Moore writes from Oregon, Mo., to the MANUFACTURERS' RECORD confirming the report of the incorporation of the Oregon Interurban Railway Co. on November 12; capital \$60,000. The line is to be about six miles long from Oregon, the county-seat of Holt county, Missouri, to the Chicago, Burlington & Quincy Railroad or to Forest City, Mo. The amount of stock subscribed at present is \$42,700 by citizens of Oregon, Mo., and vicinity.

Oregon is situated on the top of bluffs, while the Chicago, Burlington & Quincy Railroad runs on the Missouri river bottoms. George Custer of Maryville, Mo., has had charge of engineering work. The route has been selected, but the permanent survey is not yet made, no contracts have been let and the company is not yet ready to award them. The road is to be operated with either steam locomotives or some type of motor cars.

The directors are Benjamin F. Morgan, president; Lewis I. Moore, secretary-treasurer; C. D. Zook, T. C. Dungan, P. Zachman, W. H. Richards, W. A. S. Derr, Jacob Bucher and H. C. Cook, all of Oregon, Mo.

Mr. Moore is president and manager of the Oregon Canning Co., and he is also a member of the firm of Moore & Kreek, dealers in groceries and queensware.

Street and Interurban Railway.

Mr. John L. Almutt, Sumter, S. C., writes the MANUFACTURERS' RECORD concerning his application for a franchise to construct and operate an electric street railway and gas plant in the city of Sumter. He says:

"If the City Council grants me the franchise I have made financial arrangements to construct these two plants without any delay. Sumter is a city of about 14,000 people, and one of the most progressive and prosperous places in the South. It is growing in wealth and population very rapidly. The climate is about the same as Aiken, S. C., and it could be made one of the most attractive winter resorts in the South. It is the intention of the promoters of the electric railway and gas plant to bring the superior advantages of the city and its environment to the notice of capital, as the opportunity offered here for investment is not surpassed in the country. * * * Our company expects to construct about 10 miles of railway in the city and a gas plant. These two plants should be finished during the next year. After they are in operation the company will give its attention to the construction of an interurban system in this section."

ATLANTA TO AUGUSTA.

Contract Let for Building the Proposed Interurban Electric Railway.

J. H. Cook, president of the Cook & Laurie Company of Montgomery, Ala., is quoted in a report from Atlanta, Ga., as confirming a statement that the contract for building the Atlanta-Augusta Interurban Electric Railway has been awarded to his company. Work is to begin soon, at least before March 1. It is further said that financial arrangements have been made in London.

The line proposed is to be 200 miles long from Atlanta to Augusta via Lithonia, Conyers, Monroe, Athens, Lexington and Washington, Ga. Orders for material and equipment, it is said, will be placed immediately. Matthew Mason is vice-president and general manager of the Atlanta & Carolina Electric Railway Co., which is to build the road. His headquarters are at Atlanta, and Capt. J. W. English of Atlanta is at the head of the company. Surveys have been completed as far as Athens, Ga.

Bennettsville to Drakes.

The Bennettsville & Cheraw Railroad, according to an official letter received by the MANUFACTURERS' RECORD, has been extended south of Bennettsville, S. C., for a distance of 10 miles, and will be completed to Drakes, S. C., 11 miles, by the end of the year and opened for business. This will make the total main line mileage 25 miles. New stations located on the extension are Scott, six miles from Bennettsville; Argyle, 10 miles, and Drakes 11 miles.

Railroad Notes.

The Durham & Southern Railway has during the year revised six miles of its line between Apex and Angier, N. C.

The Alabama Consolidated Coal & Iron Co. has this year practically rebuilt the Mary Lee Railroad at an expense of some-

thing like \$40,000, including the erection of three steel bridges.

At the annual meeting of the Atlantic Coast Line Railroad Co. the only change in the board of directors was the election of W. W. Mackall of Savannah, Ga., to succeed the late J. H. Estill.

The St. Louis, Brownsville & Mexico Railway has, it is reported, decided to remove the general freight and passenger department and the engineering department from Corpus Christi to Kingsville, Texas, on December 1, which is to be the headquarters of the company.

The Alabama Car Service Association handled during October, it is stated, 68,142 cars, or 4036 more than were handled in October, 1906. The total for the 10 months of 1907 is 678,614 cars, an increase of 61,726 cars as compared with the same period of last year.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Sewing Machines Needed in Turkey.

John G. Yphantidis, Trebizonde, Turkey in Asia:

"I am willing to communicate with some sewing machine manufacturers in order to introduce their machines here. Machines (Singer) have gained renown here, the company handling them having established in every city in Turkey an agency, and keeps in every agency a machinist ready to repair injured machines several years after they are sold, and, above all, gives 24 months' credit to everyone buying a machine on the system of monthly payments. By such means they have prospered and never lost money out of the credits. I do not expect that any manufacturer in the United States may have the least intention to do this, but I shall myself to some extent give credit and in every way promote the business. But I mean that the manufacturers whose machines I shall introduce must grant exclusive representation."

Paper-Bag Machinery.

Cattellini Bros. & Co., Hopetoun House, Lloyd's avenue, London, E. C., England: "We shall be glad if you will please put us in communication with manufacturers of machinery for making paper bags for holding and packing cement."

Maple and Walnut Logs.

Ernst Bunge, Havre, France:

"I would be much obliged if you could let me have addresses of firms from which I could purchase spotted maple logs and black walnut logs."

Another Portland Cement Plant.

It is stated that the Piedmont Portland Cement Co. is now planning to begin the construction of its proposed Portland cement plant, which will be located at Rockmart, Ga., and have a daily output of 2000 barrels of cement. This plant will be built on the unit system. Messrs. Geo. Lloyd, George Dickson, A. W. Farlinger and others are interested.

Community Needing Ice Plant.

The MANUFACTURERS' RECORD is informed that an ice plant is needed at Williamson, W. Va., and that C. E. Stevenson of that city controls pure-water springs suitable for water supply. Mr. Stevenson is prepared to correspond with manufacturers or investors who will consider establishing such a plant.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Installing Machinery in Plant.

The MANUFACTURERS' RECORD is advised that the Interstate Lumber Co. of Columbus, Miss., is now installing the machinery in its plant under construction at Columbus, and which is to have daily capacity of 125,000 feet of lumber. The company owns several thousand acres of pine and hardwood on Lookapallilo and Yellow creeks, in East Mississippi and West Alabama, and will utilize these streams for floating its timber. A steam logging road will also be constructed to facilitate development work. It is stated that the mill will be ready for operation early next spring. Mr. C. L. Wood is the engineer in charge of construction, and J. A. Smith, manager.

Lumber Exporters Meet.

A meeting of the Gulf Coast Lumber Exporters' Association was held in the rooms of the Chamber of Commerce at Mobile, Ala., last week. President Robert Hunter presided, and a number of important subjects were discussed. A committee on classification reported that its work on classification for sawn timber had been completed, and was requested to confer with the local organizations at each port and report to the president not later than December 10, after which the entire committee will be called for a conference on December 16. The next meeting of the association will be held in New Orleans, La., on January 3, 1908.

Southern Cypress Manufacturers.

The Southern Cypress Manufacturers' Association held its regular semi-annual meeting at the St. Charles Hotel, New Orleans, La., last week, with President Frederic Wilbert of Plaquemine, La., presiding and George E. Watson as secretary. Business of a routine nature was transacted and action taken regarding grades and specifications of lumber. The meeting was closed by a banquet at the Denechaud Hotel.

Wants Finished Cedar and Nails.

Rev. E. H. Wheeler of Montevallo, Ala., wants to purchase finished cedar (such as is used for manufacturing cigar boxes) and other fine woods planed to a thickness of one-eighth, three-sixteenths and one-quarter inch; Southern product preferred. He also wants nails or brads used for assembling cigar boxes.

Maple and Walnut Logs.

Ernst Bunge, Havre, France, wants to purchase spotted maple and black walnut logs.

Lumber Notes.

The schooner Edwina cleared from Wilmington, N. C., last week with a cargo of 425,000 feet of lumber for New York.

The Southern Association of Pine Sash and Door Manufacturers held a meeting at the Piedmont Hotel, Atlanta, Ga., last week, at which there was an attendance of about 40 members.

Two cargoes of Cuban cedar, aggregating about 250,000 feet, have been shipped to Charleston, S. C., for the manufacture of cigar boxes at the Charleston plant of the American Cigar Co.

A total of about 4,500,000 feet of lumber has been shipped within the past week from the mills of the L. N. Dantzer Lumber Co. at Moss Point, Miss., for Mexican, Cuban, South American and other ports.

The Fordyce Lumber Co. of Tuscaloosa, Ala., is reported to have completed a con-

tract with the Government for 2,000,000 feet of lumber to be used for locks and dams under construction on the Tombigbee river near Demopolis.

Messrs. D. W. Milam of Fayetteville, Ark., and John Ellis of Fort Smith, Ark., are reported to have made a contract to supply an Eastern railroad with 1,000,000 cross-ties. It is stated that the ties will be cut from timber lands in Oklahoma.

The steamers Ripplingham and Hollinside are loading cargoes of 2,000,000 feet of lumber and timber each at Moss Point, Miss. The Robinson Land & Lumber Co. is loading the Ripplingham and Sanborn Bros. the Hollinside for Rio de la Plata.

A report of the building inspector of Greensboro, N. C., shows that permits were issued during the past three months for 48 residences to be erected within the corporate limits of the city. It is estimated that during the same period three times as many residences were erected outside the city limits in the several car-line suburbs.

PHOSPHATES

Union Fertilizer Co.

The Farmers' Union of Georgia, at a meeting held at Atlanta last week, organized a company for the purpose of manufacturing and furnishing fertilizers to members of the union. The company has a paid-up capital stock of \$100,000, with the privilege of increasing it to \$1,000,000, and will maintain its principal office at Union City, about 17 miles from Atlanta. Its purpose is to erect crushing sheds at several points in the State and to establish a main plant at the location offering the best freight rates. The company is said to have leased extensive phosphate deposits in Tennessee and is reported as intending to develop them immediately. Its officers include Messrs. J. G. Eubanks of Polk county, president, and J. T. McDaniel, Rockdale county, vice-president. Messrs. J. W. Burns of Bartow county, Z. T. Taylor of Dodge county, J. T. McDaniel of Rockdale county, I. A. Smith of Washington county and M. C. Wood were elected a board of directors.

BIG ELECTRIC DEAL.

Power and Light Plant, Besides a Telephone Company, Changes Hands.

The Consolidated Gas, Electric Light & Power Co. of Baltimore has leased the plants of the Baltimore Electric Co., this deal being the result of the negotiation and sale of \$2,500,000 of the capital stock of the Baltimore Electric Co. The lease amounts to a merger, as it runs for 999 years, and the financial arrangements, it is stated, provide for paying the interest on the bonds and preferred stock of the Baltimore Electric Co.

The Baltimore Electric Co., it is further stated, owns the Maryland Telephone Co., and preliminary steps have been taken looking to a deal by which this telephone company may be acquired by the Chesapeake & Potomac Telephone Co.

In the deal for the Baltimore Electric Co. the stock of the Maryland Securities Co. has also been acquired, and this holding company is to own the common stock of the Baltimore Electric Co. The stock of the Maryland Securities Co. is to be owned by the Consolidated Gas, Electric Light & Power Co. This latter company has contracts with the McCall's Ferry Power Co. for the furnishing of electric current from the great electric plant in course of construction on the Susquehanna river at McCall's Ferry, Pa.

Citizens of Houston, Texas, are considering plans for a thorough drainage system for that city.

MINING

Southern Clay Products.

Editor Manufacturers' Record:

In your issue of November 14 we read with much interest the article on "Southern Clay Products." We regret, however, to note that of the production mentioned of the 14 States, North Carolina stands ninth.

We are sure it is not for want of first-class material, but for want of capital to develop same. For instance, we have about 50 acres of solid pipe clay located on the water's edge and in close touch with this city, and will average 8 to 15 feet in depth of solid clay.

An expert and experienced man in the business has examined the property, and he stated it was one of the finest clay beds in the South, and that any kind or quality of brick, sewer pipe, tiling, etc., could be manufactured from it.

There is a most excellent opportunity in this locality for a modern repress brick plant, because the material is found in but few places. This material makes a beautiful buff-colored brick; in fact, most any color desired. The demand for common and repressed faced brick exceeds the demand. Common building brick are selling now at \$8.50 to \$9 delivered to the buildings in the city. The capacity of our plant is 30,000 hard-pressed clay bricks per day. HOOPER & FLYNN COMPANY.

Wilmington, N. C.

Increasing Facilities.

The Carr Coal & Coke Co., general offices at Pittsburg, Pa., which was incorporated about one year ago with a capital stock of \$200,000 and secured control of 800 acres of coal land near Fairmont, W. Va., is reported as developing a mine from which it is producing about 600 tons of coal per day. This production, it is said, will be increased to about 1000 tons per day within the next year, and the company is reported to have closed a contract with the Pickands-McGee Coke Co. of Pittsburg for taking its tonnage for five years up to 5000 tons per day. Plans for the construction of 100 coke ovens on the company's property are being prepared, 25 beehive ovens to be constructed first. Officers of the Carr Coal & Coke Co. are Messrs. M. R. Fetty of the Fairmont Trust Co., president; F. M. Brown, Pittsburg, vice-president; W. H. Cochran, Pittsburg, treasurer; P. M. Chidester, Pittsburg, secretary.

The Pittsburg Standard Coal & Coke Co. of King's Creek (not a postoffice), in Hancock county, West Virginia, has incorporated with an authorized capital stock of \$3,500,000. Incorporators of the company include Messrs. Henry W. Gardner, Charles W. Leonard and Heard Respass of New York city, George E. Turner of Brooklyn, N. Y., and William J. Snell of Little Falls, N. Y.

Planning New Car Works.

Some months ago the MANUFACTURERS' RECORD stated that the Southern Car & Manufacturing Co., James M. Wiggs, president, Beaumont, Texas, had decided to build car works at Chattanooga, Tenn. That company is now arranging to begin the construction of the plant. It is having plans and specifications prepared by Messrs. Adams & Alsop of Chattanooga for the erection of the necessary buildings, which will include a 100x170-foot machine shop. All the buildings will be of fireproof construction—concrete and steel, with window sashes of galvanized iron. Twelve acres of land have been obtained as site for the plant, which will cost about \$100,000.

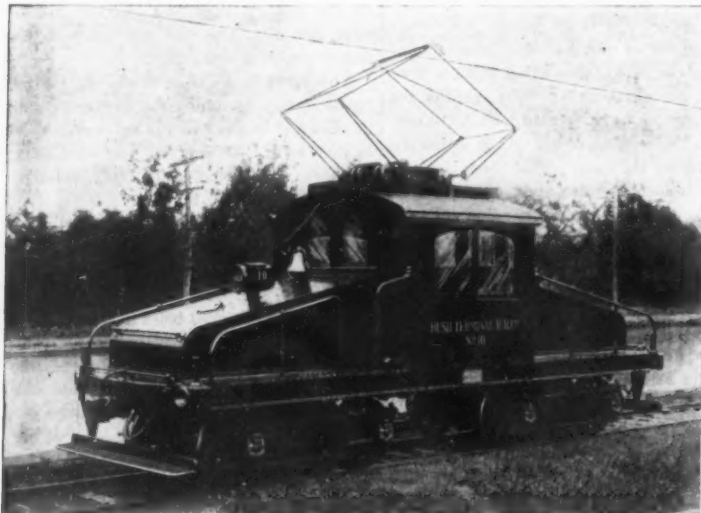
MECHANICAL

Electric Switching Locomotive.

The Bush Terminal Co. employs for switching purposes around its extensive docks and warehouses in South Brooklyn, N. Y., a number of steam locomotives and one electric locomotive. This latter was built by the General Electric Co. of Schenectady, N. Y., about three years ago, and has given such satisfaction in the way of tonnage capacity, ease of control and low cost of maintenance that the company has

with two GE-55-A (90 horse-power) two-turn motors, with a gear ratio of 52-21. These motors with this gearing will give at their one-hour rating a tractive effort of 3000 pounds per motor, or 12,000 pounds per locomotive, at a speed of approximately 18 miles an hour.

The cab is built of sheet steel, supported by a framework of small angles, and consists of a main operating cab and sloping-end cabs, with narrow side platforms extending from the main cab to the ends of the locomotive. The floor of the locomotive is three-eighths-inch sheet steel, but



ELECTRIC SWITCHING LOCOMOTIVE.

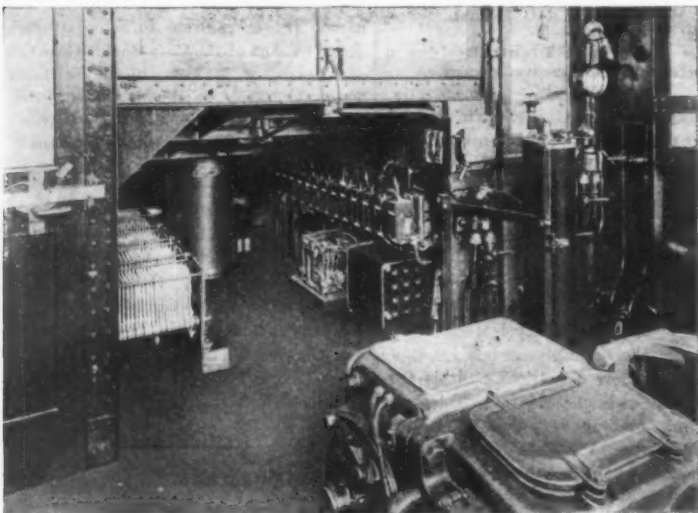
recently given an order for a second electric locomotive.

The new machine has just been jointly completed by the General Electric Co. and American Locomotive Co. of New York, and two illustrations of this machine are presented herewith.

While the truck is a bar frame equalized design, the construction adopted differs from that ordinarily used on electric motor trucks, and follows rather a type which has been used with a good deal of success for the tender and guiding trucks of steam locomotives. The bolsters are

the floor of the main operating cab is covered with a three-quarter-inch wood covering.

The locomotive is equipped for both straight and automatic air, and in the center of the main cab is a CP-23 air compressor having a capacity of 50 cubic feet per minute and supplying air for the brakes. In the operating engineer's corner is located at C-6 master controller and the valves and handles for operating the combined straight and automatic air. In the end cabs are located a sandbox, air drums, contractors and rheostats. As the



CAB INTERIOR OF ELECTRIC LOCOMOTIVE.

carried rigidly on the side frame, and the weight of the frame and bolster is transmitted to the equalizers through one semi-elliptic spring on each side instead of through bolster springs and helical side springs, as is the customary construction in the so-called M. C. B. equalized truck. This produces a simple substantial form of truck suitable for locomotive service, and having a low cost of maintenance in such service.

The driving axles are six inches in diameter, of forged steel, with 36-inch fused steel-tired wheels. Each truck is equipped

locomotive is to be used solely for switching services, it is supplied with a pantograph trolley instead of the ordinary wheel trolley, thereby obviating the necessity of the frequent reversal of the trolley, which would be necessitated in such service.

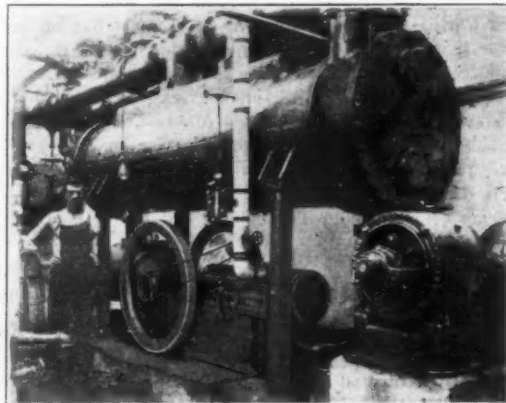
The locomotive is equipped with bell, whistle and headlights. The headlights are supplied with 32-candle-power incandescent lamps, and gauge lamps for illumination of the instruments are wired on the headlight circuit and controlled with the same switches.

The principal dimensions of the locomotive are as follows: Length over bumpers, 20 feet; height over cab, 11 feet 9 inches; length of rigid wheelbase, 6 feet 6 inches; track gauge, 4 feet 8½ inches, and weight on drivers, 80,000 pounds.

An Economical Power Plant.

One of the most economical power plants in the United States is that of the

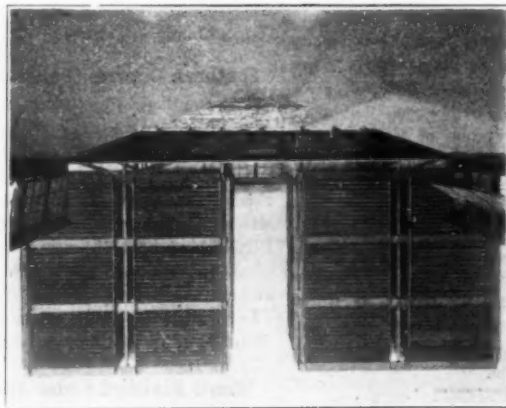
a condensing or non-condensing header, and in cold weather the exhaust from one turbine will be used for heating the building. Ordinarily, however, all the turbine exhaust goes to the condenser, the exhaust from auxiliaries being sufficient for the feed heater needs. The efficiency of a turbine-driven plant is so entirely dependent upon a good vacuum that in this installation the condenser was selected with espe-



AN ECONOMICAL POWER PLANT.

Philadelphia Auto Transit Co. at 31st and Dauphin streets, Philadelphia. This plant, recently erected in record-breaking time by the engineering firm of Dravo, Doyle & Co., furnishes power for charging the storage batteries of the Auto Transit Co.'s big electric automobiles, with seating capacity for 32 passengers.

cial care. This condenser is the C. H. Wheeler improved type, with 1500 square feet of cooling surface and a condensing capacity of 12,000 pounds of steam per hour. The vacuum is maintained by a Wheeler-Mullen suction valveless air pump. This pump removes both air and water in one operation, is extremely sim-

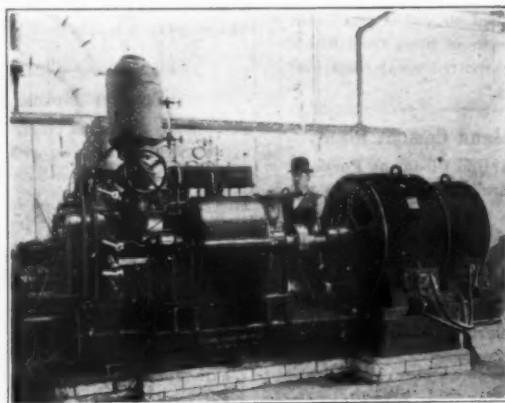


AN ECONOMICAL POWER PLANT.

The mechanical equipment of the plant includes water-tube type boilers built by the Heine Safety Boiler Co. of St. Louis, Mo. These are fed by feed pumps (built by the C. H. Wheeler Manufacturing Co. of Philadelphia, Pa.), one always in reserve, and furnish steam at 165 pounds

per square inch pressure for three 150-horse-power De Laval steam turbines (built by the De Laval Steam Turbine Co. of Trenton, N. J.), each driving two 50-kilowatt generators. The exhaust from all the engines can be turned into either

to be used at the rate of 1000 gallons per minute for cooling in the condenser, a notable economy has been attained by the installation of two Wheeler-Pratt cooling towers. These are located on the roof of the building, and cool 1000 gallons of



AN ECONOMICAL POWER PLANT.

water per minute from the condenser temperature to about 75 degrees F., depending upon weather conditions. The water is circulated through the condenser and elevated to the top of the towers by two centrifugal pumps; one, for ordinary leads, is of 15 horse-power driven by a De Laval steam turbine, and a second for lighter leads is five horse-power and motor driven.

Each of the three turbines drives two direct-current generators of 50-kilowatt capacity each, making a total of 300 kilowatts delivered at the switchboard; but it is delivered at three separate voltages, 20, 100 and 110 voltages, respectively. The batteries are six hours in charging, two hours on each voltage, starting on the lowest and finishing on the highest, after which one battery furnishes power for three return trips of a four-ton automobile between Dauphin and Spruce streets, about 30 miles.

As a whole, the plant has shown remarkably constant efficiency under varying leads, and when tested at about 80 per cent. load the water consumption per kilowatt hour at the switchboard was only 27.8 pounds. This included all steam consumed by the auxiliaries.

Herewith are presented three illustrations of the plant.

Penberthy Injector Co.

One of the well-known enterprises of the steam-specialty world is the Penberthy Injector Co. of Detroit, Mich., which has grown to its present large proportions, employing about 300 workmen, from a small beginning with four men employed in 1886. The extent of the industry is indicated by the accompanying view of the Penberthy plant, occupying about one and a half acres of land, the product being injectors, lubricators, oil and grease cups,

wheels and raise the mast when it is ready for use. It is self-moving (or traction), and propels itself over any wagon road. This machine costs a little more than the non-traction type, but has the advantage of requiring no animal power in moving from place to place. When the surface is alluvial, sand or gravel the pipe-driving appliance with the machine is used to drive one or more sections of six-inch drive pipe to bed-rock. The six-inch ordinary well-drilling tools, consisting of a rope socket, jars,

water well with the common drilling tool.

When two or three feet have been drilled the tool reel is thrown into motion and the whole tool run up to the surface. The core having been trimmed to the exact internal size of the core barrel (2¾ inches), it is held there securely by friction; but to guard against slipping a grip ring is placed in the bottom end of the core barrel. The core barrel is then unscrewed by means of a wrench which accompanies it, and while the core is being extracted from its mate



NEW DEPARTURE IN CORE DRILLS.

stem and bit, are used to drill down to or near the place where the coal vein is supposed to be located. At this point the drilling stem and bit are unscrewed from the jars and stood aside. In their place is then substituted the coring tool.

Another illustration is a view of the coring tool entering a coal vein. The distinguishing feature of the tool is the core barrel, which is seen to project from the lower end of the tool. This core barrel, together with its swiveled ball-bearing

is put on and sent down after another section. Owing to the cores being so snugly fitting, it is not claimed that more than two or three feet can be taken up at a time (though four or five-foot cores have been recovered in firm slates and sandstones); but the time lost in bringing up the tool and returning it is so little as to be unimportant. The cores fit so snugly that a specially-designed core-pusher was designed for forcing the core out of the barrel. In this way it is pushed into an

After each core is taken a vacuum sludge pump is run down to clear the bore hole of the cuttings made by the annular cutter. These cuttings may also be preserved for wash samples. The coring tool is at present made in three sizes, viz., for 1¾, 2¾ and 3¾-inch cores. The smallest size bore hole in which the 2¾-inch core drill will operate is 5½ inches, and the smallest size which will admit the 3¾-inch coring tool is 6½ inches.

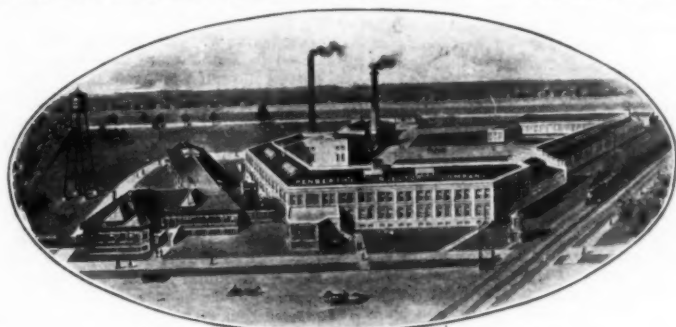
The annular toothed steel cutter is of peculiar shape, and admits of being redressed as it becomes worn, and for this purpose a set of dressing gauges accompanies the tool. It is so formed that in operation it slightly undercuts the wall of the core barrel, and thus trims the core to the approximate size of the core barrel.

With each coring tool there are usually furnished two sets of core barrels, two to a set, making four in all. One set (which the manufacturers paint red to distinguish them) is used while considering whether the coal has been reached or not, and for sampling the roof or other harder formations, reserving the other set for taking up the coal after the vein has been touched.

This new core drill is manufactured by the Keystone Driller Co. of Beaver Falls, Pa.; Eastern sales office at 170 Broadway, New York.

Of the total value, \$94,373,800, of gold produced in the United States in 1906, the production in Alabama represented \$23,500; in Georgia, \$23,700; in North Carolina, \$90,900; in South Carolina, \$74,600; in Tennessee, \$800; in Texas, \$3,400, and in Virginia, \$10,300.

The Central West Texas Association of Commercial Clubs is circulating a series of resolutions favoring the encouragement of corporate undertakings for the material development of the State.



WHERE PENBERTHY INJECTORS ARE MADE.

water gauges, gauge cocks, etc., which are sold all over the world.

The company has manufactured more than 500,000 injectors, not including 50,000 auto-positive injectors. The officers are: President and treasurer, S. Olin Johnson; vice-president and secretary, Homer S. Johnson. George H. Andrews is general sales manager, and A. Sheldon Lee is exclusive traveling representative in foreign countries. The company has a branch corporation in Canada, and has been manufacturing there for 18 years, Seth J. North being the general manager.

New Departure in Core Drills.

A new core drill, lately patented and now offered to purchasers of this class of prospecting and mining equipment, has its principal use in taking up complete samples of a coal vein. It is usable upon any ordinary well drill. An accompanying illustration presents a view of an ordinary water-well machine, mounted complete upon a set of trucks. While any good water-well drill will serve, the one illustrated is preferable on account of its long, quick stroke. It is manufactured by the maker of the new core drill especially for use with it. It is moved in its entirety, requires but a few minutes to level the

joint, its anti-friction rollers and its combined forcing weight and driving head, is slidably mounted within the hollow drilling tool. When the tool as a whole is lowered to the bottom of the six-inch bore hole the projecting core barrel takes position at the center of it. Being about five feet long, the toothed annular cutter-head or drill bit does not touch bottom until lowered some five feet further. By means of the drilling cable this cutting tool is then set in motion, with a stroke of from two to three feet, and cuts an annular groove around the circumference of the six-inch hole, leaving the space beneath the core barrel undisturbed. During this process the core barrel, being wholly detached from the cutting drill, remains stationary upon the bottom. It neither revolves upon itself nor works up or down. So soon as the cutting bit begins to form a channel the core barrel slides down over the core. If the core should fit so snugly as to slightly resist the sliding of the core barrel over it it receives upon its forcing weight or knocking head a light blow from the jars, and being made of steel, with a tempered trimming edge, it trims the core slightly and passes down over it. All this is done automatically, and the operator proceeds exactly as if he were drilling a

open-sided tin tube or core receiver for inspection and permanent preservation. It is not claimed that the core will be unbroken or devoid of fractures, but it is claimed that the entire core will be recovered with all pieces or accidental spalls exactly in place. The core barrel being practically hermetically sealed against water, gas or any other currents, anything entering the barrel is perfectly recovered. The core is not detached three, two or even one inch from the bottom, but is broken off at the very bottom of the hole.

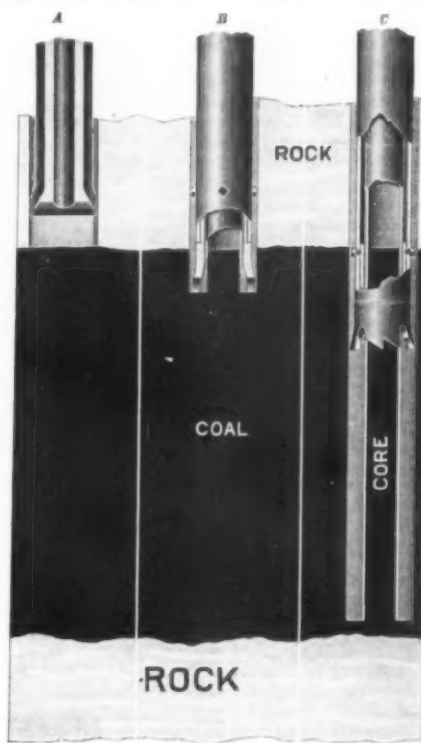


FIG. 134
NEW DRILL ENTERING COAL VEIN.

Assessments on real and personal property this year in Atlanta, Ga., aggregate \$80,616,263, an increase over those of 1906 of more than \$7,000,000.

It is announced that the Chesapeake & Ohio Railway will make a systematic campaign to bring industries to Newport News, Va.

An oil well promising an output of 1000 barrels a day was brought in last week on Spindle Top, in the Beaumont, Texas, field.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Atlanta, Ga.—Atlantic Compress Co., W. W. Robinson, manager, Candler Building, will build 24-foot underpass requiring two steel girders 24 feet long.

New Orleans, La.—City will erect a bascule trunion bridge over Bayou St. John, for which contract will be awarded January 2; Charles R. Kennedy, Comptroller. (See "Machinery Wanted.")

St. Louis, Mo.—St. Louis Electric Terminal Co. (Illinois Traction Co.), William B. McKinley, Champaign, Ill., president, has submitted plans to Board of Public Improvements for approval, preparatory to beginning construction of proposed McKinley bridge across the Mississippi river, costing about \$2,500,000. Structure to be 2365 feet long from shore to shore, with three central spans, 521, 523 and 521 feet in length, respectively, and two smaller spans, each 300 feet long; height of bridge above low water, 75 feet. Train part will carry double track for electric-car service. Outside of tramway, on either side of steel superstructure, will be constructed a wagonway and sidewalk, each wagonway to be 14 feet wide and each sidewalk 7 feet wide. St. Louis Electric Bridge Co. will own and operate the structure; offices at 410 Bank of Commerce Building, St. Louis; R. D. Smith, superintendent; Ralph Modjeska, Chicago, Ill., engineer in charge. (Previously mentioned, together with terminal improvements, the whole costing about \$5,000,000.)

CLAYWORKING PLANTS

Huntington, W. Va.—Company will be organized to continue operation of Huntington China Co.'s plant, purchased by Huntington parties. H. R. Wylie is in charge at present.

COAL MINES AND COKE OVENS

Chattanooga, Tenn.—Alpine Coal Co. will issue \$25,000 of preferred stock. Jesse T. Hill, T. M. McConnell and others are interested.

Coalgate, Okla.—Coalgate Ice & Fuel Co., recently reported incorporated with \$75,000 capital stock, will establish wood and coal

yard and build ice factory; cost of building, \$5000; cost of machinery, \$23,000; capacity of coal plant, 30 tons; mines not developed; engineer and architect not secured; president, J. W. Jacobs; vice-president, Lee Elzey; secretary, A. M. Snedden. (See item under "Ice and Cold-storage Plants.")

Fairmont, W. Va.—Carr Coal & Coke Co. is preparing plans for construction of 100 coke ovens, first installation to be 25 beehive ovens. Company incorporated last year with \$200,000 capital stock and secured control of 860 acres of coal land near Fairmont, which it has been developing. Initial capacity of new mine now opened is 600 tons; this will be increased to 1000 tons. Contract has been closed with Pickands-Magee Coke Co., Pittsburgh, Pa., for taking this tonnage for five years up to 5000 tons per day, shipments commencing at once. Carr Coal & Coke Co. has established the new mining town of New Dekota and is now building barges for its river shipments; M. R. Fetty of Fairmont, president; F. M. Brown, vice-president; W. H. Cochrane, treasurer, and P. M. Chidester, secretary, all of Pittsburgh, Pa., where general offices are located.

Huntington, W. Va.—Joseph E. Thropp of Earlston, Pa., states his letter of information regarding recent purchases of coal property, mentioned last week, was misunderstood. The lands are not in West Virginia, but in the Broad Top region of Pennsylvania.

King's Creek (not a postoffice), W. Va.—Pittsburg Standard Coal & Coke Co. incorporated with \$3,500,000 capital stock by Henry W. Gardner, Charles W. Leonard and Heard Respass, all of New York; George E. Turner, Brooklyn, N. Y., and William J. Snell, Little Falls, N. Y.

Kingston, Tenn.—Craig Coal Mining Co. incorporated with \$10,000 capital stock by J. N. Craig, W. P. Rogers, Austin Stubbs and others.

Knoxville, Tenn.—James Wright, Jr., is reported to develop coking coal deposits on Boone's fork.

Logan, W. Va.—Price Coal Co. incorporated with \$50,000 capital stock by C. E. Price and J. W. Mitchell, both of Logan; G. R. Mitchell, L. H. Jackson and E. M. Mitchell, all of Ethel, W. Va.

Independence, Va.—New River Oil Co. proposes to develop coal and other minerals, as indicated in its charter privileges; E. W. Strain, Philadelphia, Pa., president. (See item under "Miscellaneous Enterprises.")

Maryland.—Western Maryland Coal & Coke Co. incorporated with \$100,000 capital stock by H. S. Byrne, N. F. Sauer and E. D. York, all of New York city.

Portsmouth, Va.—Portsmouth Coal & Ice Co. incorporated with \$60,000 capital stock; E. R. Barksdale, president; N. Dalby, vice-president, and J. S. Miller, treasurer.

Rockdale, Texas.—Rockdale Lignite Co., recently noted to have been purchased, has been reorganized and recapitalized under old name; president and general manager, W. C. Stillman; vice-president, F. W. Cook; secretary-treasurer, S. F. Jacob; superintendent of mines, R. C. Wallis.

Tuscaloosa, Ala.—Harrison Kennedy has purchased and will develop coal mines near Tuscaloosa.

Webster Springs, W. Va.—P. B. Wethered has purchased and will develop about 175 acres of land containing coal deposits.

Welch, W. Va.—Henrietta Coal & Coke Co. incorporated with \$25,000 capital stock by A. L. Letz, L. C. Bell, Thomas H. S. Curd and others.

CONCRETE AND CEMENT PLANTS

Okeene, Okla.—Southwestern Cement Plaster Co., recently reported incorporated with \$25,000 capital stock, will establish plant for the production of cement, plaster, etc.; capacity, about 200 tons per day; will erect main building, frame, 206x50 feet; also warehouses and power-houses; cost of buildings, about \$50,000; machinery has been purchased at cost of about \$50,000; architect and engineer, M. A. Ashby; president, J. C. Fisher.

Oklahoma, City, Okla.—Oklahoma Cement Telephone Co., capitalized at \$50,000, will establish plant for manufacturing hexagonal hollow cement telephone poles. Construction work will soon begin. J. M. Graves, A. S. Connelley and F. H. Tidnam are interested.

Rockmart, Ga.—Reported that Piedmont Portland Cement Co., Dr. Beattie, president, will develop Portland-cement deposits on

property of J. S. Davitte near Rockmart and build plant on the unit system with daily capacity of 2000 barrels. It is understood that George Lloyd, George Dickson, A. W. Farlinger, all of McDonough, Ga., are interested.

COTTON COMPRESSES AND GINS

Bethel (P. O. Princeton), S. C.—Enoch G. Mitchell will rebuild cotton gin recently reported burned; plans not decided; W. M. Hill, engineer in charge. (See "Machinery Wanted.")

Wilkesville, S. C.—James G. Garner and James Brewington contemplate installing cotton gin.

ELECTRIC-LIGHT AND POWER PLANTS

Americus, Ga.—Americus Railway & Light Co. has completed details preliminary to beginning construction of proposed power plant, to be equipped with modern electrical machinery in duplicate. Engineers are now preparing plans. Specifications for full complement of machinery will be placed within 10 days and contracts for equipment will call for January delivery. It is expected that construction work will commence about January 1 and be completed about May 1. (Company was previously reported incorporated with \$250,000 capital stock by W. A. Dodson, A. W. Smith, G. M. Eldridge and others; proposed to install electric-power plant and electric pumps to pump water into city mains, having 20-year contract from city to pump water and light streets.)

Barnesville, Ga.—City will vote December 31 on issuance of \$4000 of bonds for enlargement of electric-light plant. Address The Mayor.

Camden, Ark.—Camden Ice & Light Co. organized by R. L. Moore and others. (See item under "Ice and Cold-storage Plants.")

Baltimore, Md.—Consolidated Gas, Electric Light & Power Co., Continental Building, which owns and operates large electric-light and power plants and substations, together with the full control of all current to be supplied within a radius of 25 miles of Baltimore by McCall's Ferry Power Co., now building plant on Susquehanna river, has leased for 99 years the Baltimore Electric Co., with its electric-power plants and substations, and the Maryland Telephone Co., which it also controlled. By this merger practically all of the electric power generated for public sale in the city is controlled by the Consolidated Company, which also has full control of generation of all illuminating gas. It is intention of the company to arrange the distribution of power so that all manufacturing companies in Baltimore county and around the city will receive power from McCall's Ferry Power Co., while commercial electric-light and power users within the city will be supplied by the several consolidated steam plants. It is probable that the Maryland Telephone Co. will be merged with the Chesapeake & Potomac Telephone Co., thereby giving latter company full control of city's telephone system. Alton S. Miller, Lexington and Liberty streets, is general manager of the Consolidated Company.

Huntsville, Ala.—Huntsville Railway, Light & Power Co., Francis N. Lawton, general manager, is making improvements to its plant and installing additional machinery in power-house, including 600-horse-power engine and boiler, railway and light generator, pump and steam main. It is expected that new equipment will be in operation about January 1. (Company was mentioned in September as having had plans prepared for doubling capacity of power plant, expending about \$35,000.)

Limestone, Tenn.—W. N. Mitchell contemplates installing electric-light plant to light town.

Macon, Ga.—Citizens' Electric Co., W. A. Burney, Savannah, Ga., president, has withdrawn franchise, recently mentioned, for furnishing light and power for manufacturing purposes, but contemplates making a new application.

Sulphur Springs, Ark.—Kihlberg Company, E. Bee Guthrey, secretary, will install electric-light and power plant recently mentioned; Smith & Powers, engineers in charge.

Walkersville, Ga.—Plans are being considered for organization of stock company to furnish city with lights; committee ap-

pointed composed of Dr. J. D. Nicodemus, Cephas M. Thomas, Newton A. Fulton and others.

FOUNDRY AND MACHINE PLANTS

Baltimore, Md.—Maryland Elevator Safety Lock Co. has been incorporated, with capital stock of \$300,000, to manufacture elevator safety locks by Milton Dashiell, 110 West Fayette street; J. Taylor Albert, 1317 North Calvert street, and W. G. Menchine, 218 East York street.

Chattanooga, Tenn.—Southern Car Manufacturing & Supply Co., James M. Wiggs, president, Beaumont, Texas, is proceeding with arrangements for establishment of proposed plant in Chattanooga; site, 12 acres. Adams & Alsop, Chamberlain Building, are now preparing plans for buildings, including machine shop 100x170 feet. All structures will be fireproof, constructed of steel and concrete, with window sashes and frames of galvanized iron and roof of tiling. Converse Bridge Co. has contract for steel work. Completed plant will cost \$100,000 and give employment to about 200 machinists. Machinery has been purchased. (Previously mentioned.)

Joplin, Mo.—Joplin Stove Co. incorporated with \$25,000 capital stock by P. M. Bradley, L. M. Bradley and Maggie Flanagan.

Gordon, Ala.—R. L. Beasley will erect plant for manufacturing stump-pulling and pile-driving appliances. Hoisting engine will be installed.

Holden, W. Va.—United States Coal & Oil Co. will rebuild general repair shop and mine-car building recently reported burned; building to be 150x50 feet; cost \$10,000; engineer and architect, P. S. Hardy; James C. Beebe, general manager.

Houston, Texas.—Reported that Edward C. Hart, Chicago, Ill., contemplates establishing plant in Houston for manufacturing a pump especially devised for use in rice farm irrigation.

Kansas City, Mo.—Wells-Fargo Express Co. contemplates building repair shops; R. A. Wells, general manager.

Parkersburg, W. Va.—Company has been organized to manufacture an electric medical battery invented by Jesse R. Davis.

Richmond, Va.—Virginia Metal Culvert Co., 1703 East Cary street, incorporated to manufacture corrugated-metal culverts, will establish plant with capacity of from 200 to 1000 per day; proprietors, L. C. Stewart and M. A. Quinn; proposed factory building is being erected; one story; brick; 40x44 feet.

Salisbury, N. C.—American Automatic Switch Co., recently reported incorporated with \$100,000 capital stock to manufacture a patented switch, has elected Harold Shewell, Lexington, N. C., president; N. B. McCanless, vice-president, and P. H. Thompson, secretary-treasurer.

Trenton, Tenn.—Humboldt Machine Co. is name of company recently noted to have purchased Humboldt Machine Works; will install machinery at cost of about \$4700; as stated, capacity of shops will be increased for manufacture of gasoline engines and boilers in addition to regular machine work; officers, H. Baumgartner and others. (See "Machinery Wanted.")

ICE AND COLD-STORAGE PLANTS

Camden, Ark.—Camden Ice & Light Co. has been organized with \$25,000 capital stock by R. L. Moore, James G. Brown, Gus Kohn, A. J. Carter and others.

Chattanooga, Tenn.—Crystal Ice Co. will double capacity of plant No. 1, having a daily capacity at present of 100 tons of plate ice. It is proposed to manufacture can ice, making the plant a combination one, using compound condensing engine to operate compressors and surface steam condenser, using the condensed steam for can ice.

Coalgate, Okla.—Coalgate Ice & Fuel Co., recently reported incorporated with \$75,000 capital stock, will erect building at cost of \$5000 for ice factory; will also establish wood and coal yard; will install machinery at cost of \$23,000; president, J. W. Jacobs; vice-president, Lee Elzey; secretary, A. M. Snedden; architect and engineer not secured. (See item under "Coal Mines and Coke Ovens.")

Green Forest, Ark.—Green Forest Canning Co., incorporated with \$50,000 capital stock, will establish ice and cold-storage plant.

Leaksville, N. C.—C. H. Williamson and associates contemplate establishment of 10-

ton ice plant; power to be furnished by furniture plant now under construction. (See "Machinery Wanted.")

Marion, S. C.—R. M. Fruitticher will establish ice factory recently mentioned; will erect frame building 80x32 feet at cost of \$100; cost of machinery to be installed, about \$800; capacity, 12 tons daily; building planned by Mr. Fruitticher; address until January 1 Georgetown, S. C.

Mulberry, Ark.—Mulberry Ice Co. has been incorporated.

Portsmouth, Va.—Portsmouth Coal & Ice Co. incorporated with E. R. Barksdale, president. (See item under "Coal Mining and Coke Ovens.")

Roanoke, Va.—Virginia Ice & Fuel Co. incorporated with \$100,000 capital stock; H. B. Rockhill, president; J. C. Norton, vice-president, and L. O. Hopkins, secretary-treasurer.

Waycross, Ga.—R. A. Bright, Jacksonville, Ga., and J. W. Smith, Montgomery, Ala., will establish 50-ton ice plant in Waycross. (Recently mentioned without proper address.)

Williamson, W. Va.—C. E. Stevenson is interested in contemplated establishment of ice plant; he controls springs suitable for water supply.

Wynne, Ark.—Reported that E. L. Burke, Little Rock, Ark., has purchased the Wynne Furniture Manufacturing Co.'s plant at Wynne and will convert it into ice factory.

LUMBER-MANUFACTURING PLANTS

Asheamp, Ky.—Reported that Fell & Jones will develop timber lands near Letcher county line.

Dayton, Texas.—Dayton Lumber Co., recently noted to have increased capital stock from \$100,000 to \$200,000, will use increase in purchase of additional timber holdings; company produces rough and dressed lumber, lath and moldings; L. Fouts, president and general manager.

Grand Saline, Texas.—Grand Saline Mill & Lumber Co. incorporated with \$10,000 capital stock by Thomas H. Peery, S. B. Maupin and J. A. Germany.

Greenville, Miss.—Reported that Norton Lumber Co. will build hardwood mill near Greenville; W. G. Norton is interested.

Hattiesburg, Miss.—Southern Lumber & Timber Co. incorporated with \$50,000 capital stock to build and operate saws, tramroads, commissaries, etc., by William Lott, W. H. Hatten, both of Wiggins, Miss., and R. Batson, Hillsdale, Miss.

Kittrell, N. C.—Kittrell Lumber Co. incorporated with \$25,000 capital stock by Guy V. Barnes, M. H. Finch and C. L. Blacknall.

Mingo County, W. Va.—C. W. Campbell and O. D. Lowery, Huntington, W. Va., have purchased timber on 1400 acres of land and will soon begin development, floating the lumber down Guyan river.

Norfolk, Va.—Camden Lumber Co. incorporated with \$25,000 capital stock; R. B. Fisher, president, West Point, Va.; C. C. Clarke, vice-president, Hampton, Va., and J. H. Trant, Jr., secretary, Norfolk.

Shellhorn, Ala.—Rev. J. R. Caldwell will erect sawmill to replace plant burned at a loss of about \$10,000.

Wheeling, W. Va.—McDonald Planing Mill Co. incorporated with \$25,000 capital stock by George M. McDonald, James T. McDonald, Herman L. Arberry, Henry A. Hoete and Frank C. Cox.

Wilkinsville, S. C.—James G. Garner and James Brewington contemplate establishing sawmill.

Wolfe County, Ky.—John A. Graham, Lexington, Ky., has purchased at \$31,000 all timber on 1141 acres of land in Wolfe county.

MINING

Asheville, N. C.—Georgia Barytes Co. incorporated with \$10,000 capital stock by R. S. Smith, S. J. Fisher and W. H. Kelly.

Berkeley Springs, W. Va.—N. Q. Speer has organized company to develop sand deposits.

Carthage, Mo.—Warren Tri-City Mining Co. incorporated with \$75,000 capital stock by Charles Valentine, T. H. Rogers, John J. Glass and others.

Fort Mill, S. C.—T. W. Clawson, Wilmington, N. C., and associates are developing gold deposits in York county, about four miles from Fort Mill, and contemplate organizing stock company.

Penlan, Va.—Virginia Slate Quarries Co., 917 First National Bank Building, Cincinnati, Ohio, increased capital stock from 100,000 to \$150,000 to purchase improved machinery for quarrying slate and erecting slate mill, etc.

New buildings will include mill 75x125 feet; cost \$2500; house 50x50 feet, for splitting roofing slate; cost \$1000; powder and dynamite house, 25x25 feet; cost \$500; all frame buildings, pine wood, slate roofs. Plant will manufacture slate roofing, all building material and non-conductors for stringing electric wires, etc. Engineer and architect, R. C. Nicholas; president, C. E. Hooven; vice-president and general manager, John D. Frey; secretary, C. L. Arzeno; treasurer, Chas. Neblett. (Recently mentioned under Arvonla, Va.)

St. Louis, Mo.—Junata Mining Co. incorporated with \$60,000 capital stock by Arthur Thacher, H. A. Wheeler, C. F. McCormick and others.

Talladega, Ala.—Alabama Marble Quarries incorporated with \$300,000 capital stock by J. Taylor Scott, James E. Dixon and Erasmus J. Parsons.

Tennessee.—Union Fertilizer Co., organized by the Farmers' Union, Atlanta, Ga., with J. G. Eubanks, president, will develop phosphate mines in Tennessee. (See item under "Miscellaneous Manufacturing.")

MISCELLANEOUS CONSTRUCTION WORK

Baltimore, Md.—Garbage-disposal Plant.—Municipal Board of Awards, City Hall, has awarded contract to Baltimore Products Co., Michael T. Horner, president, Ensor street and Ashland avenue, for disposal of city's garbage from 1908 to 1918 at its bid of \$531,000. The company also agrees to purchase city disposal plant for \$100,000 and remove it further from the city. The new plant, which is run on the Arnold-Edgerton system, will have a number of improvements and additions.

Dallas, Texas.—Dam Construction.—Capt. W. P. Wooten has awarded contract to Ball, Carden & Co. at \$125,000 for construction of dam No. 2 and at \$126,000 for dam No. 4 in Trinity river. Bids will be forwarded to Washington for confirmation of the awards.

Fort Caswell (not a Postoffice), N. C.—Bulkhead.—Contract will be awarded November 30 for building creosoted bulkhead; L. Cravens, quartermaster. (See "Machinery Wanted.")

Natchez, Miss.—Natchez & Southern Railway Co. will erect five river protection piers recently mentioned; work to be done by company's force; C. B. Brownell, vice-president and general manager.

Newbern, N. C.—Heating Plant.—Craven County Commissioners will install steam-heating plant in courthouse and jail, as recently stated. (See "Machinery Wanted.")

New Orleans, La.—Subchannel.—Dunn, Philbrick & Co. are progressing with contract for constructing Orleans relief wood subchannel.

Richmond, Va.—Signal System.—City has not yet awarded contract for construction and operation of private burglar alarm, sprinkler supervision alarm, waste water alarm and other signal service. Contract will be let to highest bidder. Address The Mayor. (Recently noted.)

Starke, Fla.—Irrigation.—G. C. Livingston will drill an artesian well and pump the water into an elevated tank, from where it will be piped to his several cottages and used also for irrigation purposes.

MISCELLANEOUS ENTERPRISES

Baltimore, Md.—Real Estate.—Real Estate Investment Co. has been incorporated with capital stock of \$10,000 to deal in real estate by Richard Laws Lee, 232 St. Paul street; J. Robert Gould, Jacob H. Aull, George R. Curtis and Irving B. Scrimger.

Bamberg, S. C.—Printing.—A. W. Knight will erect printing plant; awarded contract to J. S. Mitchell, Orangeburg, S. C., for two-story brick building 22x100 feet.

Bay City, Texas.—Publishing.—Tribune Printing Co. incorporated with \$8500 capital stock by John Sutherland, W. S. Holman and William E. Austin.

Beaumont, Texas.—Telephone System.—Southwestern Telephone & Telegraph Co., J. E. Farnsworth, superintendent, Dallas, Texas, will make improvements to its Beaumont plant and exchange and install underground conduits and double metallic system if new 25-year franchise can be secured. Ordinance will be introduced at next meeting of Council, which will also provide that company construct special conduit for accommodation of municipal fire-alarm or police-alarm system if city elects to install same.

Berkley, Va.—Shipyard.—Reported that Portsmouth Marine Railway Co., Portsmouth, Va., contemplates establishing shipyard in Berkley.

Bishopville, S. C.—Land Improvement.—Bishopville Real Estate & Opera Co. incorporated with \$8000 capital stock to develop real estate and operate theater by M. B. McCutcheon, J. C. Rogers and others.

Chattanooga, Tenn.—Land Improvements.—The Interstate Club, offices in James Building, has purchased 22,000 acres of land on Walden's Ridge near Signal Point and proposes to make various and extensive improvements. It plans to construct a 100-foot boulevard from Chattanooga to Signal Point, a distance of five miles; to build an electric railway to Signal Point; to construct lakes, polo and golf grounds; to build bathhouses on the river bank, etc. It is reported that \$3,000,000 will be expended for the improvements. C. E. James, W. I. Young, W. G. M. Thomas and others are interested. (See item under "Miscellaneous Structures.")

Cleburne, Texas.—Land Improvement.—Cleburne Land Co. incorporated with \$50,000 capital stock by J. L. Breathwit, J. M. Rollosen, J. W. Reavley and others.

High Point, N. C.—Drugs.—Moser Drug Co. incorporated with \$25,000 capital by J. S. Moser, E. M. Armfield and George T. Perry.

Independence, Va.—Oil Wells.—New River Oil Co. incorporated with \$10,000,000 capital stock to develop properties containing oil, gas, coal and other minerals; E. W. Strain, Philadelphia, Pa., president; J. M. Parsons of Independence, vice-president; James Westwell, Rye, N. Y., secretary, and Thos. P. Ratigan, Philadelphia, Pa., treasurer. Company has secured over 30,000 acres of oil territory, and will soon commence drilling wells. Offices will be in Independence, Mo.; Bristol, Tenn.; Philadelphia, Pa., and New York, N. Y. Address the president at 1331 Read street, Philadelphia.

Kansas City, Mo.—Laundry.—Oscar Knecht, Long Building, is preparing preliminary plans for laundry building; two stories and basement; brick and stone; 75x120 feet; cost \$30,000.

Lakeland, Ky.—Steam Laundry.—Bids will be opened December 4 for erection of laundry building at Central Kentucky Asylum for the Insane at Lakeland; usual rights reserved; plans and specifications on file in office of Kenneth McDonald & W. J. Dodd, architects, Lincoln Savings Bank Building, Louisville, Ky. For further information address the architects.

Louisville, Ky.—Abattoir.—Reported that Armour & Co., Chicago, Ill., have purchased the Kentucky Packing & Provision Co., will enlarge the plant and install additional machinery to increase slaughtering capacity from 600 hogs and 50 head of cattle to between 1000 and 1200 hogs and 150 head of cattle daily; W. F. Calloway, local manager.

Nashville, Tenn.—Floral Company.—Joy Floral Co. incorporated with \$40,000 capital stock by T. C. Joy, Michael Stauch, T. S. Joy and others.

New Martinsville, W. Va.—Building Materials.—Burlingame Building Supply Co. incorporated with \$10,000 capital stock by C. E. L. V. and T. W. Burlingame, J. A. Bandi and C. M. Monroe.

Oriental, N. C.—Publishing.—Oriental Publishing Co. incorporated with \$10,000 capital stock by J. T. Spradling and others.

Parkersburg, W. Va.—Telephone System.—West Virginia Western Telephone Co. is reported as to lay 80,000 feet additional cable.

Preston County, W. Va.—Oil and Gas Wells.—Newbury Oil & Gas Co. incorporated with \$10,000 capital stock by F. A. Husted, Cumberland, Md.; J. S. Coon, A. P. Miller and others, Franklin, Pa.

Savannah, Ga.—Automobiles.—Graham Automobile Co. incorporated with \$10,000 capital stock by C. F. Graham and Thomas Halligan.

Siloam Springs, Ark.—Land Improvement.—Siloam Springs Town Lot Co. incorporated with \$10,000 capital stock; C. D. Gunter, president; W. T. LaFollette, vice-president; J. H. Perry, secretary, and W. T. Stahl, treasurer.

St. Louis, Mo.—Drugs.—Kenwood Springs Drug Co. incorporated with \$4000 capital stock by Adolph R. Scheu, Curtis A. Spaulding and George Scheu.

Washington, D. C.—Music Publishing.—Columbia Music Publishing Co. incorporated with capital stock of \$50,000 to publish music by W. T. Pierson, president, 310 F street N. W., and O. L. Whipple, secretary and treasurer, 1913 14th street N. W.

MISCELLANEOUS MANUFACTURING PLANTS

Atlanta, Ga.—Neckwear Factory.—Miner Neckwear Co. organized with \$25,000 capital stock and privilege of increasing to \$50,000 by M. I. Miner, Jr., E. A. Miner, A. A. Thorn-

ton, S. D. Hewlett and D. R. Strother to manufacture neckwear.

Augusta, Ga.—Tobacco Factory.—Southern Tobacco Co. incorporated with \$100,000 capital stock and privilege of increasing to \$500,000 by C. R. Shaw, J. S. Shaw, W. O. Tarver, James T. Heard and others.

Beaumont, Texas.—Manufacturing.—Bettis Manufacturing Co. will increase capacity of plant. Company has erected two-story addition, 90x200 feet, in which machinery is now being installed under supervision of Frank Townsend.

Birmingham, Ala.—Clothing Factory.—Chalfoux Clothing Co. incorporated with \$30,000 capital stock by Oliver, Edward E. and Henry A. Chalfoux.

Bristol, Va.—Tenn.—Alcohol Plant.—Bristol Ethyl & Industrial Co., recently reported incorporated to manufacture ethyl and denatured alcohol and various chemical products, has elected R. H. Martin, president; S. E. Masengill, vice-president, and W. H. Masengill, secretary-treasurer; daily capacity of plant, 200 gallons alcohol; as previously stated, company acquired distilling plant of W. H. Messimer, and is making improvements; supplies purchased.

Chattanooga, Tenn.—Paper Plant.—W. O. Bellaire, Atlanta, Ga., contemplates establishing plant in Chattanooga for manufacturing paper from fiber of cotton stalks.

Columbus, Miss.—Gas Plant.—Columbus Railway, Light & Power Co. will improve and enlarge gas plant. C. F. Sherwood was recently elected president.

Davidson, N. C.—Fertilizers.—Thos. W. Hall, superintendent Davidson College Electric-Lighting Plant, is interested in contemplated establishment of plant for the manufacture of nitrate fertilizers by air combustion by electricity. (See "Machinery Wanted.")

Eureka Springs, Ark.—Soap Factory.—Cobb Soap Co. incorporated with \$25,000 capital stock by B. H. Blacksom, G. H. McLaughlin and Ella Shuman.

Gillett, Ark.—Creamery.—Gillett Creamery Association organized with \$5000 capital stock by O. P. Maxwell, Henry Pall, T. L. Strode, A. H. Richter and others. Company has awarded contract to L. C. Cutler & Co., Chicago, Ill., for installation of creamery to have capacity of 400 pounds and cost \$4200. Mr. Maxwell is secretary. (Recently mentioned.)

Green Forest, Ark.—Cannery.—Green Forest Canning Co. incorporated with \$50,000 capital stock; will establish ice and cold-storage plant.

Greenville, Tenn.—Cannery.—A. J. Patterson is reported to establish cannery.

Hattiesburg, Miss.—Bottling Works.—The Pepsi-Cola Company, Newbern, N. C., contemplates establishing bottling works in Hattiesburg; H. B. Champion, special representative.

Hattiesburg, Miss.—Cannery and Creamery.—C. F. Larson, secretary of Commercial Club, has interested a New York company in establishment of combination cannery and creamery at Hattiesburg.

Houston, Texas.—Ice-cream Factory.—Houston Ice Cream Co., composed of J. M. Jones, C. L. House, Turner White and J. T. House, has purchased two-story frame store and residence. It is proposed to expend about \$15,000 in improving and equipping the structures as ice-cream factory, daily capacity to be 1000 gallons. Included in equipment is a disc continuous freezer with capacity of 60 gallons an hour.

Knoxville, Tenn.—Manufacturing.—Hercules Manufacturing Co. incorporated with \$100,000 capital stock by J. A. Hannah, D. W. Lipps, John Chaffin and others.

Knoxville, Tenn.—Marble Works.—Tennessee Marble Works incorporated with \$10,000 capital stock by A. Y. Davis, J. Powell Smith, Walter McLaughlin and others.

Lacrosse, Va.—Flour Mill.—W. E. Liebert, Lawrenceville, Va., will build flour mill of probably 20 to 30 barrels capacity. It is contemplated to install roller process, and several water powers are being considered.

Memphis, Tenn.—Paint and Glass Factory.—Cole-Lilly Paint & Glass Co. incorporated with \$30,000 capital stock by W. I. Cole, W. E. Gerber, Thomas F. Lilly and others.

Mobile, Ala.—Button Factory.—Reported that N. A. Watson, owner of Erie Button Works, Erie, Pa., contemplates establishing factory in Mobile for manufacturing buttons from shells found near the city.

Palestine, Texas.—Drugs.—Bratton Drug Co. incorporated with \$30,000 capital stock by C. S. Bratton, W. G. Jameson, W. F. Converse and others.

Paris, Ky.—Creamery.—Paris Creamery Co.

will establish creamery. Construction will begin at once.

Niota, Tenn.—Flour Mill.—J. C. Garrison will install 75-barrel flour mill.

Quincy, Fla.—Tobacco Factory.—Rock Comfort Tobacco Co. incorporated with \$50,000 capital stock; R. M. Davidson, president, and Walter K. Hall, secretary.

Richmond, Va.—Drug Factory.—Manufacturing Drug Co. incorporated with \$15,000 capital stock to manufacture and sell drugs; A. G. Collins, president; J. D. Reynolds, treasurer, and F. L. Harding, secretary.

Salado, Ark.—Broom Factory.—Union Broom Co. will establish broom factory recently noted to be promoted by Farmers' Union; president, J. W. Scott; secretary, J. W. Harper; business manager, W. H. Gatling; will erect two-story frame main building 20x30 feet and separate sheds and outbuildings; machinery will be purchased and installed. (See "Machinery Wanted.")

Sedalia, Mo.—Paper, Paint and Glass.—George Dugan Wall Paper, Paint & Glass Co. incorporated with \$9000 capital stock by Ernest W. Dugan, George W. McKown and Asa R. Stevens.

Sistersville, W. Va.—Glass Works.—Ohio Valley Window Glass Co. incorporated to manufacture window glass by Ira A. Miller, Franklin, Pa.; S. A. Moore, C. F. Teter, E. H. Crim and F. J. Owen, Philippi, W. Va.

St. Louis, Mo.—Manufacturing.—O. T. Crawford Manufacturing Co. incorporated with \$10,000 capital stock to manufacture and deal in photographs, moving-picture machines, etc., by O. T. Crawford, A. S. Kane and Clarence Huff.

St. Louis, Mo.—Manufacturing.—Marbeloid Manufacturing Co. incorporated with \$50,000 capital stock by O. F. Fischer, R. Coley Anderson and Christ Schollmeyer to manufacture and deal in Marbeloid, a fire and water proof material, etc.

Stowell, Texas—Rice Mill.—Farmers' Canal Co., F. W. Schwettman, president, contemplates building rice mill.

Union City (not a Postoffice), Ga.—Fertilizer Factory.—Farmers' Union has organized the Union Fertilizer Co., with \$100,000 capital and privilege of increasing to \$1,000,000, to manufacture fertilizer; J. G. Eubanks, president, and J. T. McDaniel, vice-president. Mr. Eubanks is State agent for the Farmers' Union at Atlanta, Ga.

Warsaw, Ky.—Flour Mills.—George T. Thompson Crown Mills will make improvements, doubling capacity.

Winchester, Va.—American Mailbox Co. organized with \$10,000 capital stock; H. F. Byrd of Winchester, president and general manager; C. Mulliken, vice-president, and E. B. Kitchen, secretary, both of Clarke county, Va.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Chelyan, W. Va.—Chesapeake & Ohio Railway, R. I. Cabell, engineer maintenance of way, Richmond, Va., is reported to build roundhouse and car shops at Chelyan.

Memphis, Tenn.—Illinois Central Railroad, A. S. Baldwin, chief engineer, Chicago, Ill., is reported as planning to expend about \$1,000,000 in constructing docks and levees on river front connecting with the Nonconah yards.

ROAD AND STREET IMPROVEMENTS

Baltimore, Md.—Board of Awards, City Hall, will receive bids until December 4 for curbing, guttering and resurfacing portion of 22d street with bitulithic. Specifications and proposal sheets can be obtained from Commissioners for Opening Streets, Hoen Building.

Brookhaven, Miss.—B. B. Gibson & Co. have contract to build five miles of cement sidewalks.

Chattanooga, Tenn.—The Interstate Club, offices in James Building, proposes to construct a 100-foot boulevard from Chattanooga to Signal Point on Walden's Ridge, a distance of five miles. (See item under "Miscellaneous Enterprises" and under "Miscellaneous Structures.")

Clarksburg, Ark.—City will issue about \$10,000 of bonds to cover cost of proposed street improvements, recently mentioned; Sam Laser, chairman Board of Improvement of Sidewalk District No. 1.

Columbus, Miss.—Board of Supervisors of Lowndes County has rated three-mile tax for grading and graveling main county roads; work to be directed by Road and Bridge Commissioners; wooden bridges are being replaced by concrete and steel; order takes effect January 1; county may want

road machinery; Battle Bell, president of board.

Dickson, Tenn.—Company is being organized to turnpike public road from Dickson to Charlotte, a distance of eight miles, by Pitt Henslee of Dickson and W. L. Cook and J. J. Taylor, Charlotte, Tenn.; estimated cost \$1000 per mile.

Fort Worth, Texas.—Contract for proposed street improvements, recently mentioned as awarded to Texas Bitulithic Co., Dallas, Texas, amounts to about \$240,000, and calls for both brick and bitulithic paving, material to be chosen by property-owners. Commissioner Davidson has recommended the use of bitulithic on South Main street and part of Jennings avenue, making a total of 29,950 square yards, and brick on other streets, including East Front and Jennings avenue to Pennsylvania avenue and cross streets in business section, amounting to about 92,000 square yards. It is estimated that between 10,000 and 15,000 square yards will be placed per week.

Huntsville, Ala.—Gray Shale Paving Co., Birmingham, Ala., has contract to furnish vitrified brick for street paving at Huntsville.

Memphis, Tenn.—City will award contract December 5 for paving portion of Laclede avenue with gravel; James H. Malone, Mayor; Ennis M. Douglass, City Register. (Contract for paving portion of above avenue was recently mentioned.) (See "Machinery Wanted.")

New Orleans, La.—Work is progressing on various street improvements. Douglas & Flynn, contractors, are installing subsurface drainage and curbing on Lapeyrouse and Peniston streets, which, when completed, will be paved with asphalt by the Barber Asphalt Co. Latter company is proceeding with paving of Iberville street, and has about completed the paving of Prytanian street. It is also contemplated to resurface the vitrified brick with asphalt in Elks place and to repair vitrified brick pavements on both sides of Basin street. (Various street improvements have been previously mentioned.) E. T. Hardee, City Engineer.

St. Louis, Mo.—City will undertake various alley improvements, contract for which will be awarded December 10; J. J. O'Reilly, president Board of Public Improvements. (See "Machinery Wanted.")

Wilmington, N. C.—City is considering the expenditure of \$5000 for street repairs; Mayor, Wm. E. Springer.

SEWER CONSTRUCTION

Baltimore, Md.—Sewerage Pumping Plant. Plans and specifications have been completed by Henry Brauns, architect, Professional Building, 330 North Charles street, for sewerage pumping station to be erected on Eastern avenue; three stories; 156.7x196 feet; brick with granite base and ornamental terra-cotta trimmings; reinforced-concrete foundations; steel-frame construction with steel roof trusses; copper cornice; slate roof; smokestack of brick, 300 feet high. Bids on construction will be asked by advertisement by Board of Awards in few weeks. Mechanical equipment for building was awarded previously to Bethlehem Steel Co. at its bid of \$450,000. All work will be done under supervision of Sewerage Commission, Calvin W. Hendrick, chief engineer.

Chattanooga, Tenn.—Contract will be awarded December 3 for construction of sanitary sewers in Grand View Hotel district, known as No. 12, estimated to cost \$28,000. Robert Hooke, City Engineer, has completed plans and specifications.

Columbus, Miss.—American Suburban Corporation will lay sewer and water lines in Park place addition. (See item under "Water-Works.")

Louisville, Ky.—City will construct, under \$4,000,000 bond issue, section "B" of Southern Outfall Sewer. Contract will be awarded December 17; P. L. Atherton, chairman, and Charles P. Weaver, secretary-treasurer Board of Sewerage Commissioners, Equitable Building; J. B. F. Breed, chief engineer. (See "Machinery Wanted.")

McMechen, W. Va.—City will award contract November 30 for constructing sewerage system, for which \$25,000 of bonds were previously reported as voted; E. Keller, Mayor. (See "Machinery Wanted.")

Shelbyville, Ky.—City awarded contract to Middle West Construction Co., New Albany, Ind., Frank Scheffold, president, for construction of sewer and septic tank; cost \$30,000. (Bond vote, etc., recently noted.)

St. Augustine, Fla.—John Melcher has contract to lay drain on Sanchez avenue.

Yorkville, S. C.—City has voted \$25,000 of bonds for construction of sewerage system and extension of water-works; Col. W. W.

Lewis, Town Attorney. (Recently mentioned.)

TEXTILE MILLS

Bristol, Tenn.—Hosiery Mill.—Ed P. Jones, 803 Pennsylvania avenue, recently reported as to establish knitting mill, has building with steam-power plant and will install 31 automatic latch needle machines to begin with. Daily capacity will be 200 dozen pairs seamless cotton half-hose; to invest \$20,000, as has been stated. Equipment has been contracted for. Plant is expected to be ready for operation by February 1.

Charleston, S. C.—Cotton Pickery and Waste Mill.—A. C. Tobias, George A. Wagner, R. G. Rhett, George Lunz and Ellison A. Smyth will incorporate company with capital stock of \$200,000 to build cotton pickery and waste mill; product to be batting, twine, blankets and rope. Plans and specifications have been prepared, main building to be 450 feet long by 80 feet wide.

Dalton, Ga.—Cotton-yarn Mill.—Elk Cotton Mills is reported as to double its plant; present equipment 8000 ring spindles, operated by steam power.

Little Rock, Ark.—Cotton Bagging.—Acting Governor X. O. Pindall has suggested establishment of plant on State convict farm for manufacturing cotton bagging.

Paducah, Ky.—Hosiery Mill.—Wisdom Hosiery Co. incorporated with capital stock of \$150,000 to take over and operate Dixie Mills, referred to last week; F. L. Chipman of New York, president; George C. Wallace of Paducah, vice-president, and Robert H. Phillips of Paducah, secretary.

San Antonio, Texas—Mohair.—Verles P. Brown and others are reported as planning formation of company to build mohair mill.

Spartanburg, S. C.—Cotton-cloth Mill.—Drayton Mills will hold stockholders' meeting on December 23 to consider increasing capital stock from \$600,000 to \$900,000; present equipment is 44,800 spindles and 900 looms.

Winder, Ga.—Cotton-cloth Mill.—Winder Cotton Mills, mentioned last week, has awarded contracts for installation of 76 36-inch looms, 19 spinning frames, two warpers and two spoolers.

WATER-WORKS

Barnesville, Ga.—City will vote December 31 on issuance of \$3000 of bonds for enlarging water-works and extending mains. Address The Mayor.

Brookfield, Mo.—City will install water-works, for which \$11,000 of bonds were recently reported voted; pipes will be laid; no building to be erected; Carl Thudum, engineer; managers, J. M. Sheets and others.

Columbus, Miss.—American Suburban Corporation will construct water and sewer lines in Park Place Addition, which it is developing. Cement walks have already been laid.

Dallas, Ga.—City has voted \$30,000 of bonds for construction of water-works. Address The Mayor.

Lebanon, Tenn.—City has voted \$10,000 of bonds for building reservoir on Fox Hill, furnishing town with water. Base will be constructed of solid rock and be 8½ feet higher than present standpipe. Water will be obtained from four artesian wells on Fox Hill, three of which are now completed, and plant which will furnish 250,000 gallons of water daily will be installed; H. K. Edgerton, chairman water committee. (Recently mentioned.)

McComb City, Miss.—City will sink artesian well at water plant, contract for which will be awarded December 17; J. Dock Harrell, City Clerk. (See "Machinery Wanted.")

Newton, Miss.—City has awarded following contracts in connection with construction of proposed water-works: Ahrens & Ott Manufacturing Co., New Orleans, La., cast-iron pipe and specials, valves, boxes and hydrants, \$13,365.50; A. M. Lockett & Co., New Orleans, La., furnishing pumps, connections and valves for same, erection of all machinery except deep-well pump, furnishing feed-water heater and wrought-iron pipe and valves for boiler and pump connections and asbestos cover for same, \$3865; P. H. Porter, Clinton, Ky., foundation for tank and tower, construction of reservoir, construction of pipe line, \$7152.75; L. R. Sperry, Artesia, New Mexico, furnishing and installing deep well and pumping outfit and sinking well, \$1600; Enberg Electro and Chemical Works, St. Joseph, Mich., furnishing Enberg electro hydraulic, \$175; J. F. Mercer, erecting building for the plant, \$5339.36; total amount, \$37,367.36. Board of Aldermen has also ordered 1000 feet of standard underwriters' fire hose, necessary nozzles and two hose carts. (City was previously reported as having voted \$40,

000 of bonds, and X. A. Cramer was mentioned as engineer in charge.)

Yorkville, S. C.—City has voted \$25,000 of bonds for extension of water-works and construction of sewerage system; Col. W. W. Lewis, Town Attorney. (Recently mentioned.)

WOODWORKING PLANTS

Baltimore, Md.—O'Keefe Bros., manufacturers parlor frames, 1008 South Fremont avenue, have awarded contract to Henry H. Geist, 413 King street, for construction of factory building on Carey street between Nanticoke and Cleveland streets; two stories, 50x100 feet, with extension 10x65 feet; reinforced concrete construction. Structure will be erected under system of Trussed Concrete Steel Co., Layton F. Smith, manager, Wilson Building, 301 North Charles street; cost of building, about \$10,000.

Bluff Springs, Fla.—Escambia Veneer Co. incorporated with \$9000 capital stock; Frank C. Hecker, president; A. E. Hlman, vice-president, and A. C. Turner, secretary-treasurer.

Bristol, Tenn.—Koresan Unity, a co-operative company, with A. G. Ordway, president, has purchased the Ordway plant, which is equipped for manufacturing furniture and twisted moldings; electrical plant of 300 horse-power and system of fire protection. Purchasers propose making improvements, installing additional machinery and manufacturing furniture for the jobbing trade. Additional dwellings will be erected for use of operatives. Other officers are E. B. Webster, general manager; William McCready, secretary, and E. Bubbett, treasurer.

Brunswick, Ga.—W. B. Cook Tie Co. incorporated with \$12,000 capital stock by W. B. Cook, Millard Reese and P. M. Golden.

Chattanooga, Tenn.—Chattanooga Wheelbarrow & Truck Co., previously reported incorporated with \$50,000 capital stock, will take over the Chattanooga Wheelbarrow & Manufacturing Co., enlarge and improve the factory and install power plant, doubling capacity; W. M. Fowler, president; Z. W. Wheland, vice-president; C. H. Huston, treasurer; P. F. Fitzgibbons, secretary, and A. D. Catlin, general manager.

Cheraw, S. C.—Cheraw Coffin & Casket Co., recently noted incorporated, is establishing plant for the manufacture of coffins, caskets, etc.; building erected and machinery purchased; president, E. G. Ingram; secretary-treasurer, D. L. Blackwell. (See "Machinery Wanted.")

Cleveland, Okla.—Warren Woodenware Co. incorporated with \$10,000 capital stock by W. P. and Gay C. Clampitt, both of Cleveland, and A. J. McMahon, Oklahoma City, Okla.

Denham Springs, La.—Eli S. Morman, Baton Rouge, La., is reported to establish saw factory at Denham Springs.

Eureka Springs, Ark.—Cobb Hoop Co. incorporated with \$25,000 capital stock; B. H. Blackson, president.

Fayetteville, N. C.—Fayetteville Woodenware Co., J. W. Hollingsworth, president, will rebuild plant recently reported burned; building 40x120 feet will be erected at cost of \$5500; cost of machinery to be installed, \$4500; product, packing pails, water pails and tubs, shingles and other wooden articles; manager, R. D. James. (See "Machinery Wanted.")

Floyd Knobs (postoffice at Albany), Ky.—Floyd Knobs Box & Lumber Co. is being organized to establish plant at Floyd Knobs, four miles from Albany, for manufacturing fruit boxes. Company has contracted for several tracts of timber land in Floyd county, and expects to be in operation by spring; Frank Best, president, and Charles A. Best, secretary-treasurer.

Forrest City, Ark.—Forrest City Box Co., recently reported incorporated, will establish plant for the manufacture of box shooks; capacity, 50,000 feet per day; will erect building 100x160 feet; cost of building and machinery, \$30,000; W. F. Perkins, engineer in charge; president, G. V. Nash; secretary and treasurer, E. J. Schlosser; superintendent, F. J. Schmuck.

Gainesville, Texas.—Texas Wagon & Buggy Co., recently noted organized by W. H. Richardson, F. E. Montee and others to establish wagon factory, has not yet selected site for location. It is contemplated to form stock company with \$100,000 capital.

Marshville, N. C.—Marshville Hardwood Co., recently reported organized by Dr. M. P. Blair, W. C. Hamilton, Wade Bivens and others, will establish plant equipped with 220-horse-power gasoline engine for manufacturing shuttle-blocks from persimmon and dogwood.

Memphis, Tenn.—Union Lumber Manufacturing Co., recently reported incorporated

with \$20,000 capital stock, will operate saw-mill plant for manufacturing building material; W. J. Gambrel, president and general manager, and George R. Christie, assistant general manager, secretary and treasurer.

Norfolk, Va.—William E. Uptegrove & Bros., New York, N. Y., are reported as contemplating establishment of plant in Norfolk for manufacturing box shooks from North Carolina pine, investing about \$65,000.

Orange, Texas.—Sam J. Smith, Waco, Texas, has purchased and will operate Orange Crate Manufacturing Co.'s box and crate factory. It is planned to install new machinery and later manufacture chairs, veneers of various kinds and common furniture.

Rector, Ark.—Eagle Handle Co., Campbell, Mo., will establish handle factory in Rector.

Sutton, W. Va.—Milburn Wagon Co., Toledo, Ohio, will not establish spoke and hub factory; recently incorrectly reported.

Vicksburg, Miss.—Anderson-Tully Company, W. B. Morgan, secretary, is rebuilding burned box factory. Capacity of new plant will be about 25 per cent. greater than the old.

Warrenton, N. C.—W. B. Boyd has purchased and will operate the Warrenton Furniture Factory.

BURNED

Banberg, S. C.—School building; loss \$15,000. Address The Mayor.

Basfield, Miss.—Garraway Lumber Co.'s plant, owned by George M. Kennedy, Hooker Garrison and S. E. Perkins.

Blytheville, Ark.—Waters Hotel; store buildings occupied by Bert Johnson, T. J. Hendricks and T. B. Allen; total loss \$10,000.

Clarksville, Ark.—St. Louis, Iron Mountain & Southern Railway Co.'s depot, James W. Way, consulting engineer, St. Louis, Mo.; Clarksville Steam Bakery; loss \$6,000.

DeKalb, Texas.—A. G. Crump's planing mill and lumber yard; loss \$3500; Northcutt & Chastain's grist mill.

Fordyce, Ark.—Parham Hotel.

Goshen, Ala.—Ellis Bros.' cotton gin.

Hallwood, Va.—John W. Taylor's canning factory, packing-houses, sawmill and barrel-houses; loss about \$2500.

Holden, W. Va.—United States Coal & Oil Co.'s plant; loss \$10,000.

Hope, Ark.—Hope Opera-House, owned by Williams Josey; loss \$20,000.

Indian Bay, Ark.—Abramson & Williamson's cotton gin; estimated loss \$4,000.

Lamonte, Miss.—Mrs. M. B. Carson's cotton gin.

Mount Hope, Ala.—J. G. Smith & Co.'s cotton gin; loss about \$3,000.

Nolanville, Texas.—Jackson Bros.' store building; loss \$12,000.

Oceana, W. Va.—Kelly Hotel; Bank of Wyoming; Chambers Building; A. R. Wittenberg Lumber Co.'s office and store building; Colonel and I. E. Childer's residence; old courthouse and County Clerk's office; G. & F. E. Cook's store building; Mountain Hotel, owned by F. G. Cook; total loss about \$100,000.

Tazewell, Va.—Bluefield Telephone Co.'s exchange; loss \$3,000.

BUILDING NOTES

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

APARTMENT-HOUSES

Chattanooga, Tenn.—Dr. Cooper Holtzaw will erect apartment-house; 150-foot frontage; two stories; brick; 35 rooms.

Baltimore, Md.—Israel Silberstein, builder, 557 Calvert Building, will erect four three-story brick apartment-houses with modern conveniences at corner Whitlock street and Bolton avenue to cost \$50,000; Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street.

Kansas City, Mo.—Herman Streicher will erect apartment-house; six stories; brick, stone and terra-cotta; plans by Matt O'Connell, New Ridge Building.

St. Louis, Mo.—William A. Lucas has prepared plans for erection of double apartment-house; 60x11 feet; brick and stone; cost \$10,000.

St. Louis, Mo.—R. W. Teisch has had plans prepared by Foell Architectural Co. for erection of double apartment-house; two stories; brick and stone; cost \$10,000.

St. Louis, Mo.—August Stanzel will erect apartment-house; two stories; brick and stone; gas and electricity. Foell Architectural Co. has prepared plans.

St. Louis, Mo.—P. F. William Schnitter has purchased site 50x140 feet on which to erect double apartment-house.

St. Louis, Mo.—Dr. Tanquary will erect store and apartment-house; two stories; 40x60 feet; brick and stone; plans by Theodore Rapp.

St. Louis, Mo.—LeGrande-Jones Investment Co. will erect store and apartment-house; three stories; 100x62 feet; cost \$50,000; plans by L. B. Pendleton, Missouri Trust Building.

St. Louis, Mo.—Traders' Investment Co. has purchased site with frontage of 90 feet on which to erect three single apartment-houses.

Wellston, Mo.—Anchor Realty Co. has had plans prepared by William P. McMahon, St. Louis, Mo., for erection of three apartment-houses; two stories; brick and stone; cost \$25,000.

BANK AND OFFICE BUILDINGS

Amarillo, Texas.—J. M. Neely will erect business and office building at cost of \$80,000 to \$100,000. Plans are being prepared, but not yet accepted; as proposed, building to be 90x140 feet; four stories and basement; steam heat; passenger elevator; electric lighting; bids to be opened in 30 or 60 days; will want estimates on material and fittings when plans are accepted; one room, 40x90 feet, to be equipped for postoffice. (See "Machinery Wanted.")

Chattanooga, Tenn.—Southern Express Co. is having plans prepared by Bearden & Foreman for remodeling Southern Hotel, recently purchased, as office building. About \$15,000 will be expended. (Lately mentioned.)

Kansas City, Mo.—Dr. W. E. Minor has had plans prepared by Howe & Holt for erection of office building; five stories; 70x115 feet; gas and electricity.

Middletown, Md.—Middletown Savings Bank, organized by Herman L. Routzahn, Matthias S. Ahalt and others, is reported to erect bank building.

Stillmore, Ga.—Exchange Bank of Stillmore, George M. Brinson, president, will erect bank building.

CHURCHES

Bay St. Louis, Miss.—Reported that Catholic Church, recently reported burned, will be rebuilt; Rev. Fathers Prendergast and Hunor in charge.

Birmingham, Ala.—Baptist congregation is having plans prepared by J. W. McClain for erection of edifice; 20x32 feet; cost \$12,500.

Birmingham, Ala.—J. W. McClain is preparing plans for erection of church; two stories and basement; press brick and stone; cost \$15,000.

Kansas City, Mo.—Broadway Methodist Episcopal Church will erect edifice; native stone; cost \$12,000; plans by Charles A. Smith and Walter U. Lovitt; Dr. Charles B. Hewitt, chairman building committee.

Kansas City, Mo.—Taylor & Winn have contract to erect stone synagogue 75x84 feet for Bula Jehudah Congregation; cost \$105,000; Howe & Holt, architects.

Rockingham, N. C.—Baptist Congregation has accepted plans for erection of brick edifice to cost \$8,000. Address The Pastor, Baptist Church.

St. Louis, Mo.—Goode Avenue congregation will have plans prepared by W. A. Cann, Missouri Trust Building, for erection of edifice; 50x62 feet; gas and electricity; cost \$20,000.

St. Louis, Mo.—Episcopal Church of the Ascension will have plans prepared by Marlner & Le Beaume, Chemical Building, for erection of edifice; 50x90 feet; brick, stone and terra-cotta; cost \$50,000.

St. Louis, Mo.—Syrian Catholic Church on St. Anthony the Hermit, Rev. Anthony Sleiman, rector, has purchased site, 116x157 feet, on which to erect edifice costing about \$10,000.

Vicksburg, Miss.—Calvary Baptist Church will erect edifice. Address The Pastor, Calvary Baptist Church.

COURTHOUSES

Canyon, Texas.—Randall county will vote December 14 on issuance of \$53,000 of bonds for erection of courthouse. Address County Commissioners. (Recently mentioned.)

Cassville, Mo.—Bary county contemplates voting on issuance of \$50,000 of courthouse and jail bonds. Address County Commissioners.

Clarksville, Texas.—Contract will be awarded in December by Commissioners' Court of Red River county for erection of two-story addition to present county courthouse. Plans and specifications can be seen at office of Glenn Bros., architects, Hugo, Okla.; at office of Rev. L. E. Finney, Wolfe City, Texas, and of Mark Deaver, County Judge, at Clarksville; usual rights reserved.

Dimmitt, Texas.—Castro county will vote December 19 on issuance of \$28,000 of bonds for erection of courthouse. Address County Commissioners.

Fort Worth, Texas.—Bids will be opened December 21 at Treasury Department, office of James Knox Taylor, Supervising Architect, Washington, D. C., for installation of plumbing, gaspiping, etc., in extension to U. S. Postoffice and Courthouse, Fort Worth, and on December 20 for low-pressure steam heating apparatus and conduit and electric wiring system. (See "Machinery Wanted.")

Mason, Texas.—Mason county will vote on issuance of bonds for erection of courthouse. Address County Commissioners.

Ocella, Ga.—Irwin county, recently noted to have purchased site for courthouse, will not, under present decision, erect building within next 12 months; L. R. Tucker, Commissioner. (See item under "Miscellaneous structures.")

DWELLINGS

Annapolis, Md.—Rear Admiral Knox will erect dwelling after plans by Wyatt & Nolting, architects, Keyser Building, Baltimore, Md.; two and one-half stories, 40x52 feet; frame construction on stone foundation; slate roof; interior hardwood finish; electric wiring and fixtures; sanitary plumbing; heating system. John Cowan, 106 West Madison street; B. F. Bennett, 123 South Howard street; Gladfelter & Chambers, 2072 Woodberry avenue, all of Baltimore, Md., and J. J. Stehle, G. W. Evans and E. D. Skipper, all of Annapolis, are estimating on construction.

Baltimore, Md.—Harvey Coale, secretary Crown Cork & Seal Co., 1501 Guilford avenue, will erect two-and-one-half-story frame dwelling, with electric wiring and fixtures, sanitary plumbing and steam-heating system, at Roland Park. J. J. Walsh & Sons, 1525 Maryland avenue; Gladfelter & Chambers, 2072 Woodberry avenue, and Walter E. Burnham, Builders' Exchange Building, are estimating; C. M. Anderson, architect, 324 North Charles street.

Barnesville, Ga.—A. H. English awarded contract to Barnesville Planing Mill Co. for erection of two-story 10-room dwelling; plans by Jens C. Peterson, 200 State Bank Building, Traverse City, Mich.

Barnesville, Ga.—M. J. Bush contemplates erection of two five-room cottages; will receive bids on completed buildings or on materials for construction. (See "Machinery Wanted.")

Barnesville, Ga.—R. F. Mills awarded contract to Barnesville Coal & Lumber Co. for erection of 10-room dwelling; cost \$4,000; electric lighting; plans by owner. (See "Machinery Wanted.")

Cullman, Ala.—J. L. Watkins will erect two-story brick and stone residence, 50x70 feet, after plans by J. M. Maddox.

Birmingham, Ala.—C. O. Mills has had plans prepared by J. W. McClain for erection of residence; three stories; frame.

El Paso, Texas.—J. W. Port awarded contract to Thos. R. Francis for erection of dwelling recently mentioned; plans by Frost & Frost; 36x40 feet; brick; gas grates; gas and electric lighting; cost \$5,500.

Fort Thomas, Ky.—Fred Knappen has had plans prepared by C. C. & E. A. Weber for erection of residence to cost \$8,000.

Fort Thomas, Ky.—James M. Arnold, Newport, Ky., has had plans prepared by C. C. & E. A. Weber, Cincinnati, Ohio, for erection of residence to cost \$10,000.

Kansas City, Mo.—R. A. Long will erect residence; 70x115 feet; stone and terra-cotta; cost \$125,000; Howe & Holt, architects.

Kansas City, Mo.—John A. Eaton is having plans prepared by A. Turney, Dwight Building, for erection of residence; 36x68 feet; frame; cost \$10,000.

Kansas City, Mo.—Dr. Flavell B. Tiffany will erect residence; two stories; stone; reinforced concrete; plans by C. B. Sloan.

Memphis, Tenn.—Harry Hall Bonner has had plans prepared by A. A. Chighizola, Scimitar Building, for erection of residence; white limestone veneer; slate roof; two stories; cost \$12,000. (Mentioned in September.)

Spartanburg, S. C.—Rev. S. A. Nettles is erecting dwellings, recently mentioned; three buildings; cost \$3,000 each; 10 rooms; ordi-

nary construction; gas and electric lighting; plans by W. B. W. Howe. (See "Machinery Wanted.")

St. Louis, Mo.—A. Fuller (first vice-president Stix, Baer & Fuller Dry Goods Co.) is having plans prepared by Barnett, Haynes & Barnett for erection of residence; 51x55 feet; three stories; cost \$35,000.

St. Louis, Mo.—Lincoln K. Loy will erect residence; 38x35 feet; brick and stone; gas and electric fixtures; cost \$12,000; Helmuth & Spiering, Equitable Building, architects.

St. Louis, Mo.—Gustave P. Espenschied has purchased site 30x130 feet on which to erect residence.

St. Louis, Mo.—Hugo Weissenborn has purchased site with frontage of 60 feet, which will be improved at once.

St. Louis, Mo.—A. A. Fischer Architectural & Building Co. has secured permit for erection of five two-story brick residences at Westminster place to cost \$25,000.

St. Louis, Mo.—Cabell Gray has had plans prepared by T. C. Lee Architectural Co. for erection of residence; 40x32 feet; two stories with attic and basement; gray pressed brick; cost about \$10,000.

Wilmington, N. C.—St. Andrew's Presbyterian Church engaged H. E. Bonitz to prepare plans for manse recently noted to be erected; frame building; eight or nine rooms; hot-air heat; cost \$4,000; Joseph Akerman, 311 North Front street, chairman building committee.

HOTELS

Charlotte, N. C.—The Stonewall Company, composed of J. P. Sanders, Greensboro, N. C., and John M. Jamison, Hamlet, N. C., has submitted plans prepared by Frank P. Milburn & Co., Home Life Building, Washington, D. C., to contractors for erection of proposed Stonewall Hotel; three stories; pressed brick, red and light; 60 rooms, each provided with telephones and bath; tile flooring; marble wainscoting; steam heat; cost \$50,000. J. D. Ross is in charge of the Jackson House, now located on the site. (Recently mentioned.)

Fort Smith, Ark.—J. Mayne Bailey will make improvements to Main Hotel, as recently noted; plans by W. H. Blakeley; W. F. May, contractor; four-story brick hotel; remodeling plans include addition of basement and entire change of lower floor, new doors, windows, trimmings, tile and glass floors, changing elevators, plaster, metal ceilings, etc.; heating and lighting plant not included in contract; cost of remodeling, \$30,000. (See "Machinery Wanted.")

Perry, Fla.—Hampton Springs Hotel & Mineral Water Co. incorporated with \$25,000 capital stock; A. Y. Hampton, general manager.

Sulphur Springs, Ark.—Proposed hotel is being erected at cost of \$50,000; 144x45 feet; metal ceilings; elevator; architects and engineers, Smith & Powers. (See "Machinery Wanted.")

MISCELLANEOUS STRUCTURES

Atlanta, Ga.—Business Building.—A. G. Rhodes will not at present erect buildings on site recently reported purchased.

Atlanta, Ga.—Business Building.—James L. Hight has purchased site 50x130 feet on which to erect business building.

Birmingham, Ala.—Jail.—Jefferson county has had plans prepared by La Belle-Kriss Company for proposed improvements to jail, including erection of one-story brick addition 18x34 feet. (Previously mentioned.)

Charlotte, N. C.—Clubhouse.—Woman's Club contemplates erecting clubhouse. Mrs. C. C. Hook, Mrs. C. B. Bryant and others are members.

Chattanooga, Tenn.—Clubhouse, Auditorium, etc.—The Interstate Club, offices in James Building, proposes to build clubhouse, auditorium, hotel and other structures on Walden's Ridge near Signal Point, where it has purchased 22,000 acres of land for hunting preserve and other club purposes. Auditorium will probably have seating capacity of 10,000. C. E. James, W. I. Young, W. G. M. Thomas and others are interested. (See item under "Miscellaneous Enterprises.")

Columbia, S. C.—Hospital.—Columbia Hospital of Richland county contemplates negotiating a loan of \$30,000 for erection and improvement of hospital buildings; Mrs. Fleniken, president.

Dallas, Texas.—Hospital.—Dallas county has awarded contracts in connection with Union Hospital; Earnest Wilkes at \$525 for erection and J. D. Kane & Co. at \$639 for plumbing.

Dare County, N. C.—Clubhouse.—R. E. Johnson, offices with Blundon, O'Brien &

Belt, 1220 G street N. W., Washington, D. C., will erect clubhouse in Dare county.

Elm Grove, W. Va.—Orphanage.—St. John's Orphanage is having plans prepared for erection of building to cost about \$50,000.

Galveston, Texas.—Store Building.—H. Belssner awarded contract to Janssen & Zempier for erection of store building recently mentioned; plans by Geo. B. Stowe; three-story building; 65x120 feet; first floor for grocery; flats on second and third floors; heating plant undecided; electric lighting; may install elevator.

Grafton, W. Va.—Skating Rink.—Grafton Amusement Co. awarded contract to John Gligley for erection of skating rink recently mentioned. (See "Machinery Wanted.")

Henryetta, Okla.—Business Building.—Mrs. Lizzie Parsons, Streator, Ill., will rebuild business building recently destroyed by fire.

Huntsville, Texas.—Masonic Temple.—Masonic Lodge has awarded contract to F. Denning, Mexia, Texas, at \$9750 for erection of two-story brick temple.

Independence, Mo.—County Home.—Jackson County Court has awarded contract to Taylor & Winn Construction Co. at \$148,298 for erection of proposed county home, to consist of two buildings; main structure to be three stories, 309x232 feet; electricity; steam heat; native limestone; granite floors; concrete roof, covered with tar and gravel; accommodations for 350 persons; auditorium, 50x110 feet, with seating capacity of about 500. Work will begin about December 15. Interior work is to be done under separate contract, which, it is understood, will make the total cost \$250,000, the amount available. Plans have been prepared by Frank P. Ren, Kansas City, Mo. (Mentioned in October.)

Kansas City, Mo.—Barn.—Curtice-Thwing Company will erect barn; reinforced concrete; 90x140 feet; cost \$45,000.

Kansas City, Mo.—Store Building.—Mrs. Henrietta B. Green, 5522 Harrison boulevard, will erect store building; five stories; brick; 48x111 feet; cost \$60,000; Albert S. Owen, architect; Fred C. Sharon, manager for Mrs. Green.

Kansas City, Mo.—Store Building.—Ely Meyer and M. C. Simon will erect mercantile building recently mentioned; plans by H. R. Wilson, 218 La Salle street, Chicago, Ill.; bids not yet asked; proposed 12 stories; fireproof; steam heat; gas and electric lighting; three elevators; cost \$345,000.

Kansas City, Mo.—Hospital.—Sisters of St. Mary will erect hospital building; three stories and basement; 60x225 feet; Hayde Construction Co. has contract for foundation; Howe & Holt, architects.

Kansas City, Mo.—Business Building.—C. B. Sloan, Hall Building, has prepared plans for erection of business building; two stories, 66x82 feet; brick, terra-cotta and reinforced concrete.

Kansas City, Mo.—Garage.—George Pasfield will erect garage 50x100 feet; brick and stone; plans being prepared by Sayler & Sedon, Kemper Building.

Lexington, Va.—Store Building.—W. S. Hopkins will erect business building to replace structure recently burned; architect not selected; frame; size 18 to 26 feet front and 75 to 100 feet depth; five stores on first floor; electric lighting; cost \$10,000.

Little Rock, Ark.—Library.—Reported that Carnegie Library Committee will have plans prepared by Edward L. Tilton, New York, N. Y., for erection of proposed library.

Little Rock, Ark.—Business Building.—Lasker Bros. will erect business building; two stories; brick; 100 feet deep.

New Orleans, La.—Grandstand.—Southern League Baseball Association, Leonard Stern, president, has awarded contract to E. B. Patterson at \$30,000 for erection of steel stand at the Baseball Park; framework of steel; two decks or tiers, with rows of individual seats, lower deck containing 6 and upper 15 tiers; seating capacity of grandstand 4500 and "bleachers" 3000. Virginia Bridge & Iron Co., Roanoke, Va., has contract to furnish materials; Charles Frank, manager of association.

New Orleans, La.—Stadium.—New Orleans Amateur Athletic League, Harold W. Newman, president, contemplates erecting stone and concrete building in Audubon Park to cost about \$100,000.

Norfolk, Va.—Arcade.—David Lowenberg and associates will remodel the old Atlantic Terminal depot as arcade. It is proposed to place new terra-cotta fronts, widen present six-foot sidewalks on either side of tracks to nine feet and build in center stores or booths. City Hall avenue end will have two entrances, between which two stories with plate-glass display windows will be erected. Plans are now being prepared.

Ocella, Ga.—Jail.—Irwin county, recently noted to have purchased sites for courthouse and jail, will erect jail building; no plans accepted; as proposed, structure will be of brick, with steel interior work; fireproof; steam heating; electric lighting; sectional steam boiler; cost, about \$12,500; L. R. Tucker, commissioner. (See item under "Courthouses.")

Portsmouth, Va.—Government Building.—R. H. Richardson & Son, Hampton, Va., are lowest bidders at \$64,734 for erection of post-office and custom-house (mentioned in October).

Richmond, Va.—Stable.—Edmond Bossieux, 202 North 20th street, will rebuild stable recently reported burned; plans not completed; architect not selected. Building will probably be 66x165 feet with tin roof.

St. Augustine, Fla.—Lodge Building.—S. C. Edminster has contract to erect brick building for Odd Fellows; cost about \$6000.

St. Louis, Mo.—Mercantile Building.—Lindell Real Estate Co. will remodel mercantile building; plans by Mauran, Russell & Garden, Chemical Building.

St. Louis, Mo.—Store.—R. E. Lindell Company, Commonwealth Trust Building, awarded contract to A. E. Spencer, 4520 Rutger street, for erection of one-story brick store building; 100x30 feet; iron and mill construction; electric lighting; cost \$5000; architect, E. Preisler, 918 Pine street.

St. Louis, Mo.—Business Building.—Andrew Craig, owner, 1472 Laurel street, will construct brick and stone building; 50x24 feet; hot-water heating; gas and electric lighting; cost \$7000.

MUNICIPAL BUILDINGS

Chattanooga, Tenn.—City Hall.—City will award contract December 10 for erection of proposed City Hall; three stories with basement; classic in design; fireproof; exterior of building, including all cornices and ornamental work, will be faced with stone, backed up with brick, terra-cotta partition blocks or reinforced concrete; framing for floors, ceiling and roof of steel; roof covered with tile or slate and metal; corridors and toilet-room on third floor covered with marble, and will have marble base on walls on either side of corridors; steam heat; electricity and gas; plumbing; in central portion of building four columns two stories high; over doors of main entrance three balconies supported by ornamental brackets and enclosed by stone balustrades; cost \$195,000. Bids will also be opened for the steam heating, plumbing and electric wiring. Work must be according to plans and specifications by R. H. Hunt, at whose office in the James Building the same can be obtained, together with blank forms of proposal, on depositing \$25; certified check for 2½ per cent. of amount of bid, payable to T. J. Gillespie, City Treasurer. Usual rights reserved. H. F. Van Dusen, chairman Board of Public Works. Previously mentioned. (See "Machinery Wanted.")

Dallas, Texas.—Hospital.—Dallas city and county awarded contract to Ernest Wilks, 117 Noble avenue, for erection of hospital recently mentioned; architect, J. E. Flanders; 53x84 feet; ordinary construction; cost of completed building, \$6325.

RAILWAY STATIONS

Easley, S. C.—J. F. Gallivan Building Co., Greenville, S. C., has contract to erect brick passenger and freight depot in Easley.

Hattiesburg, Miss.—New Orleans & North-eastern Railroad Co.'s new passenger station, recently noted to be erected, will be 40x300 feet, of ordinary brick construction, with tile roof. Plans are being prepared by Frank P. Milburn & Co., Home Life Building, Washington, D. C.; steam heat; gas and electric lighting; date of opening bids not determined; resident engineer, James C. Haugh, Press and Levee streets, New Orleans, La.

Memphis, Tenn.—Memphis Railroad Terminal Co. has submitted plans to City Council providing for the adoption of an ordinance insuring the early beginning of construction on the proposed union passenger station and the accompanying terminal facilities. Real estate already acquired has cost about \$800,000, and the station proper, with train shed and improvements, is estimated to cost \$3,000,000, about \$2,000,000 more to be the cost of terminal trackage and other construction work. It has been heretofore stated that final plans will be prepared and construction supervised by Walter Harrison of Birmingham, Ala. Main station will probably be 300 feet square, with 50-foot platform all around; express and baggage rooms each 50x250 feet; train yard to have space for 450 coaches, etc. John H. Watkins is president of Memphis Railroad Terminal Co.

Oklahoma City, Okla.—J. B. Berry, chief engineer Chicago, Rock Island & Pacific Railway Co., advises that company will not erect \$300,000 union station recently noted to be erected by this company and St. Louis & San Francisco Railroad.

Pulaski, Va.—John P. Pettyjohn & Co., Lynchburg, Va., have contract to erect freight station; brick; 222x45 feet; transfer platform 350 feet long; cost \$28,000.

SCHOOLS

Asheville, N. C.—Rinehart Bros. have contract at \$13,000 to erect school building on Tierman street; two stories; brick; steam heat; accommodations for about 500 students; total cost about \$15,000; R. S. Smith, architect.

Atlanta, Ga.—Haralson Bleckley has completed plans for fifth ward school building; 178x60 feet; two stories and basement; pressed brick; granite trimmings; 12 classrooms, auditorium with seating capacity of 350 and two playrooms; independent telephone service connecting each room with office of principal; each floor to have drinking fountains; cost \$70,000, including building, heating and ventilating systems; Frank Orme, chairman building committee.

Bamberg, S. C.—City will rebuild school building recently burned at a loss of \$15,000. Address The Mayor.

Barnesville, Ga.—City will vote December 31 on issuance of \$16,000 of bonds to be donated to the Sixth Congressional Agricultural College, \$20,000 for erecting one or more dormitories at Gordon Institute and \$2000 for improvements to present building of Gordon Institute. Address The Mayor.

Bay St. Louis, Miss.—Reported that St. Joseph's Academy, recently reported burned at a loss of \$45,000, will be rebuilt. Address The Director.

Columbia, Mo.—State University has had plans prepared by Cope & Stewardson for erection of animal-house; two stories; brick and stone; cost \$4000. Plans by same architects have also been adopted for erection of agricultural building, recently mentioned; three stories; Bedford stone; Tudor-Gothic style of architecture; 264x100 feet; contain auditorium with seating capacity of 500; stage to be on pulleys so that it can be raised, leaving a pit floored with tan bark, where cattle can be exhibited; cost \$150,000.

Concord, N. C.—Stonewall Jackson Training School will be located at Concord, and J. P. Cook, president, will engage civil engineer to lay off grounds and sites for buildings. (Recently mentioned under Statesville, N. C.)

Conway, Ark.—State Normal Board, J. J. Doyne, president, Little Rock, Ark., will let contract about January 1 for erection of main building, recently mentioned; plans by Chas. L. Thompson, Little Rock, Ark.; two stories and basement; 158x67 feet; steam heat; electric lighting; cost about \$60,000.

Cullman, Ala.—St. Bernard's College will have plans prepared for erection of addition to cost \$20,000.

Elizabeth City, N. C.—Bids will be opened November 29 for erection of administration building for Colored State Normal School; plans and specifications on file at office of W. L. Cohoon, Main street; usual rights reserved; Mr. Cohoon, L. P. Blades and S. L. Sheep, committee in charge; Frank B. Simpson, architect; main building, 45x80 feet; annex, 38x15 feet; ordinary construction; hot-air or steam heat; electric lighting; cost \$10,000 to \$12,000.

Groveton, Texas.—City has voted \$25,000 of bonds for erection of school building. Address The Mayor.

Lexington, Ky.—City has voted \$75,000 of bonds for erection of three school buildings. Address The Mayor. (Recently mentioned.)

Mansfield, La.—Desota Parish School Board will erect school building recently mentioned; cost \$20,000; 75x96 feet; outside walls brick, inside frame and plaster; two stories and basement; galvanized shingle roof; ordinary construction; direct-steam heat; electric lighting; contractors, Randolph & Goslin, Ruston, La.; plans by Drago & Smith, Cosmopolitan Bank Building, New Orleans, La.

Millett, Texas.—City has voted bonds for erection of school building. Address The Mayor.

Nashville, Tenn.—Jesuit Fathers will build school to be known as Campton College on a 56-acre site, expending between \$150,000 and \$200,000. It is understood that plans for buildings have been drawn and approved by Monsigneur O'Connor of New Orleans, La., Provincial of Southern Division Province, S. J., and that construction work will soon begin.

St. Louis, Mo.—Wm. B. Ittner, architect, Commissioner of School Buildings, will have plans and specifications for high-school building recently mentioned ready by December 10; contract to be awarded January 10; fireproof; steam plenum system of heating and ventilation; electric-light wiring and fixtures; estimated cost \$750,000; lump bid to be taken on completed school building; equipment not included in plans and specifications.

Tifton, Ga.—Second District Agricultural School will soon award contract for erection of dining hall to cost \$7000. Gresham Manufacturing Co., Griffin, Ga., contractor, has completed three main buildings, plans for which were prepared by Haralson Bleckley, Empire Building, Atlanta, Ga.; contract price, \$48,800.

Porter, Okla.—City will vote on issuance of \$50,000 of bonds for erection of school building. Address The Mayor.

St. Louis, Mo.—H. W. Trimp will erect dancing academy; three stories; 75x142 feet; brick, stone and terra-cotta; George H. Kennerly, Benoit Building, architect.

Van Buren, Ark.—Mr. Wright, architect, has completed plans and specifications for Catholic school and chapel; 50x40 feet; two stories; buff brick; dark red brick and stone trimmings; first floor to be divided into two classrooms and second floor used as chapel. Address Rev. L. T. McGean. (It was recently reported that contract would be awarded November 5.)

Vicksburg, Miss.—Plans by DuBoys, Churchill & LaBuisne, Ltd., New Orleans, La., have been adopted for Mississippi Episcopal Diocesan Girls' College to be built in National Park Addition on a 25-acre site; main building to be of brick and stone; 390 feet front; three stories and basement; cost \$75,000. Other structures to be erected will be artrooms, academy, music halls, dormitories, gymnasium, president's building, administration building and chapel. Committee in charge is composed of Bishop Bratton, Rev. Charles Hinton and Mr. Phillip S. Gardner.

Williamsburg, Va.—Building committee of Educational Board, Norfolk Presbytery, Rev. McG. Shields, chairman, has awarded contract to George G. Ware, 224 24th street, Newport News, Va., for erecting one building of the Female Seminary at Williamsburg, plans for which have been prepared by Chas. M. Robinson, Richmond, Va.; three-story building; 50x100 feet; ordinary construction; heating and lighting not let; cost of building \$17,300. It is proposed to erect a total of three buildings at an estimated cost of \$100,000. (Mentioned in September.)

THEATERS

Hartford, Ky.—Val P. Collins, Paul Jones Building, Louisville, Ky., has prepared plans and specifications for erection of theater, armory and lodge building; three stories; 50x100 feet; steam heat.

New Orleans, La.—William P. Hardwicke of New Orleans, A. A. Lamartine and Frank Miller, New York, N. Y., are reported to erect theater in New Orleans.

Rockingham, N. C.—Rockingham Development Co., W. C. Leak, president, has accepted plans and specifications by Wilson, Sompayrac & Urquhart, Columbia, S. C., for erection of opera-house to cost about \$25,000. (Recently mentioned.)

WAREHOUSES

Aniston, Mo.—Farmers' Warehouse & Elevator Co. incorporated by Frank Hutton, J. H. Walker, Jacob Kuehner and others.

Baltimore, Md.—Charles T. King & Co., steam-heating engineers and contractors, southwest corner Charles and German streets, will erect four-story brick warehouse with modern conveniences at 107 Cheapside; Lee Wheeden, architect, 1524 North Caroline street.

Charlotte, N. C.—Stuart W. Cramer has awarded contract to J. A. Jones for erection of warehouse; one story; pressed brick and steel construction; fireproof.

Cumberland City, Tenn.—Stock company has been organized to build tobacco warehouse; W. T. Thomas, president, and Nixon Pickard, secretary-treasurer.

Eupora, Miss.—Eupora Farmers' Union Warehouse Co. incorporated with \$4000 capital stock by W. C. Sugg, W. A. Hays and others.

Fordyce, Ark.—Farmers' Union Warehouse Co. incorporated with \$3500 capital stock by W. J. Morgan (president), P. C. Yeargin, O. A. Steel, L. Anderson and others.

Gurley, Ala.—Farmers' Warehouse & Storage Co. incorporated with \$100,000 capital stock by L. J. Wright, J. B. Cooper, E. L. Green and others.

Junction City, Ark.—Farmers' Union Warehouse Co. incorporated with \$75,000 capital stock by W. P. Seals (president), W. J. Glaze, B. T. Pace and others.

Kansas City, Mo.—Wells-Fargo Express Co. has purchased site with frontage of 200 feet on which to erect stables and warehouse to cost \$150,000; R. A. Wells, general manager.

Nashville, Tenn.—Ryman Warehouse & Elevator Co. incorporated with \$5000 capital stock by R. J. Neville, B. L. Neville, T. G. Ryman, I. T. Rhea and others.

Pinson, Tenn.—Farmers' Union Warehouse Co. will rebuild warehouse recently reported burned; sheet-iron building; 42x100 feet; A. B. Westover, architect and contractor.

RAILROAD CONSTRUCTION RAILWAYS

Apalachicola, Fla.—The Apalachicola Northern Railway Co., according to a letter received by the Manufacturers' Record, contemplates for next year an extension from Apalachicola to St. Joseph's, Fla., 20 miles, but this will not be built, it is stated, unless financial conditions improve and antagonism to railroads abates. R. B. Coleman is general manager.

Arcadia, Fla.—The Manufacturers' Record is informed that the Charlotte Harbor & Northern Railway Co., which has just completed its line from Boca Grande to Fort Ogden, Fla., 40 miles, contemplates building from Arcadia to Plant City, Fla., 90 miles. L. M. Fouts is second vice-president and general manager at 316 Duval Building, Jacksonville, Fla.

Atlanta, Ga.—The Atlanta, Birmingham & Atlantic Railway, it is stated, will within a few days complete tracklaying on its line into Atlanta, and it is expected to operate it for passenger service by January 1.

Atlanta, Ga.—The Cook & Laurie Company of Montgomery, Ala., has, it is reported, been given the contract to build the Atlanta-Augusta Interurban Electric Railway, and work, it is stated, will begin soon, certainly not later than March 1. Line will be 200 miles long, from Atlanta via Lithonia, Conyers, Monroe, Athens, Lexington and Washington, Ga., to Augusta, Ga. J. C. Cook is president of the contracting company.

Birmingham, Ala.—The Alabama Railway & Power Co., which proposes to build an electric railroad from Birmingham, Ala., to Chattanooga, Tenn., capital \$100,000, is reported to have elected the following officers: H. T. Henderson of Durango, Col., president; J. H. Hill of Fort Payne, Ala., vice-president; C. L. Young of Durango, Col., secretary and treasurer.

Bristol, Tenn.—S. P. Callahan, railroad contractor, is reported as saying that his company has graded a three-mile line for the Virginia Mining & Manufacturing Co. from Benhams, and tracklaying will soon begin. It connects with the Virginia & Southwestern. The Callahan Company has also graded several miles of line for a railroad from a connection with the Norfolk & Western Railway at Saltville, Va., to the plant of the Mathieson Alkali Works of Saltville.

Camden, Texas.—An official letter to the Manufacturers' Record says that the Moscow, Camden & San Augustine Railway Co. is considering plans for an extension eastward seven miles to connect with the Missouri, Kansas & Texas Railway, and possibly 14 miles farther to connect with the Shreveport, Houston & Gulf Railway. Nothing is, however, to be done until financial conditions are easier. E. A. Carter is general manager.

Charleston, S. C.—St. Julien Grimke, attorney for the Charleston-Summerville Electric Railway Co., is reported as saying that construction on the line will be resumed in a few days.

Chattanooga, Tenn.—The Chattanooga Company informs the Manufacturers' Record that it has made a contract with the Interstate Club, a national institution, to establish its clubhouse, hotel, etc., on Signal Point of Walden's Ridge, and the club will build an electric railway about five miles long from Signal Point to Chattanooga. The Interstate Club's address is at the James Building, Chattanooga. W. G. M. Thomas is general manager of the Chattanooga Company, Temple Court, Chattanooga.

Columbia, N. C.—An official letter to the Manufacturers' Record says that the Norfolk & Southern Railway has completed 14 miles of line on its branch from Mackey's Ferry to Creswell, N. C., and will shortly complete nine miles more to Columbia.

Dardanelle, Ark.—The Dardanelle, Ola &

Southern Railroad is reported completed and in operation into Dardanelle from Ola.

Dardanelle, Ark.—An officer of the Dardanelle, Ola & Southern Railway informs the Manufacturers' Record that the company contemplates building an extension next year from Dardanelle to Paris, Ark., 40 miles. F. H. Phillips is secretary and treasurer.

Engelhard, N. C.—The Mattamuskeet Railroad is reported to have completed 14 miles of grade on its line from Engelhard to Belhaven, and construction is continuing near Fairfield.

Evenwood, W. Va.—The Sewell Valley Railroad Co. has applied for a charter to build a line from the mouth of Big Sandy creek, in Greenbrier county, to the mouth of Meadow creek, in Summers county; capital \$100,000; headquarters at Evenwood. The incorporators are T. W. Raine of Evenwood, C. W. Harding and Leslie Harding of Beverly, W. Va.; Charles E. Andrews, Jr., of New Bethlehem, Pa., and John Raine of Granville, Ohio.

Fairmont, W. Va.—The Allegheny Coal Railroad Co., recently chartered by F. S. Landstreet and others, has not yet completed organization, according to an official letter to the Manufacturers' Record. Address the Landstreet Coal & Coke Co., 1 Broadway, New York.

Floyd, Va.—Reported that a railroad will be built by the lessees of the Toneray Copper mines of the New York & Virginia Copper Co. Louis Straus & Co. of New York can probably give information.

Gainesville, Fla.—The Manufacturers' Record is informed that the Tampa & Jacksonville Railway Co. expects to build 23 miles of new line next year from Fairfield to Dunnellon, Fla. J. B. Cutler is general superintendent.

Geneva, Ala.—Reported that subscriptions have been made by Geneva and Slocumb, Ala., for the electric railway projected by Richard Tillis of Montgomery, Ala., and subscriptions are now being taken at Dothan, Ala., for the same line.

Jane, Va.—The Buchanan & Dickenson Railway is reported to have completed its line from the mouth of Grassy creek over the Sandy Ridge mountains, about 14 miles. It is backed by the Yellow Poplar Lumber Co. of Coal Grove, Ohio.

Kentwood, La.—The Manufacturers' Record is informed that the Kentwood & Eastern Railroad Co. is building eight miles of standard-gauge line southeast from Bolivar, La. It will be opened early in 1908.

Little Rock, Ark.—The St. Louis Southwestern Railway, which is to build an extension here, has, it is reported, appointed H. Buckalew as engineer in charge of the work, with headquarters at Little Rock.

Memphis, Tenn.—The Illinois Central Railroad, it is reported, will complete and put in operation next month its belt line from Woodstock to Lakeview, a double-track road seven miles long.

Morehead, Ky.—The Manufacturers' Record is informed that the Morehead & Northfork Railroad Co., which has about 10 miles of line from Morehead to Paragon, Ky., expects to build from Paragon to Craney Creek, five miles, by December 31, and next year proposes to build from Craney Creek to Redwine, Ky., about 11 miles. Guy Snyder is superintendent.

Nacogdoches, Texas.—A letter to the Manufacturers' Record says that the Nacogdoches & Southeastern Railroad Co. contemplates building an extension, but is not yet ready to announce its plans. M. C. Bay is general manager.

Oregon, Mo.—An official letter to the Manufacturers' Record confirms the report of the incorporation of the Oregon Interurban Railway Co. to build a line about six miles long from Oregon to the Chicago, Burlington & Quincy Railroad or to Forest City, Mo.; capital \$60,000; preliminary survey made by George Custer of Marysville, Mo., and route selected; company not yet ready to let contracts. Benjamin F. Morgan is president, Lewis I. Moore secretary-treasurer, the other directors being C. D. Zock, T. Z. Dungan, D. Zachman, W. H. Richards, W. A. S. Derr, Jacob Bucher and H. C. Cook, all of Oregon, Mo.

Pensacola, Fla.—An officer of the Louisville & Nashville Railroad writes the Manufacturers' Record that the press report to the effect that the company would revise its line between Pensacola, Fla., and Selma, Ala., is premature, to say the least. The company is making some surveys, but does not intend to begin any new construction now.

Purcell, I. T.—The Manufacturers' Record is officially informed that the Oklahoma Cen-

tral Railroad Co. will complete next month 15 miles of line from Middleburg to Chickasha, I. T.

Rusk, Texas.—The Texas State Railroad is reported to have graded three miles of its extension and will have track laid thereon in a few days. This makes the road about 15 miles long.

San Antonio, Texas.—Dr. Charles F. Simmons of San Antonio is reported as saying that he is in the market for relaying rails and also for ties for 70 miles of railroad from San Antonio via Atascosa, McMullin and Simmons City, Live Oak county. Location surveys are now being made.

Shreveport, La.—An officer of the Louisiana Nickel Plate Railway informs the Manufacturers' Record that the company contemplates building 10 miles of line next year in the Indian Territory, but he cannot now say whether it will be built on account of financial conditions. W. G. Wadley is president and general manager.

Somerset, Ky.—The Monticello Construction Co., which is to build part of the Cumberland River & Nashville Railroad out of Tateville, Ky., is reported to have organized with the following officers: President, J. H. Shearer; vice-president, J. H. Martin; secretary, W. L. Baker; treasurer, Charles McConaghy; capital \$100,000.

Springfield, Ga.—The Brinson Railway, according to an official letter received by the Manufacturers' Record, proposes to build 32 miles of line within the next year to Sylva, Ga. It has completed and put in operation 25 miles this year. Geo. M. Brinson is president.

Stamps, Ark.—The Manufacturers' Record is officially informed that the Louisiana & Arkansas Railway Co. has indefinitely deferred construction on extensions aggregating about 65 miles on account of the general hostility toward corporations and the financial stringency. F. W. Green is general superintendent.

Statesboro, Ga.—Cecil Gabbett of Savannah is reported as saying that the Savannah, Augusta & Northern Railway Co. contemplates letting contract for another section of line from Louisville, Ga., to Thomson, Ga. L. R. Wright of Macon is reported to be looking over the route to bid on the work.

Talladega, Ala.—The Atlanta, Birmingham & Atlantic Railway has completed its line from Talladega and is pushing construction to Birmingham.

Tomball, Texas.—The Trinity & Brazos Valley Railroad Co. has, it is reported, decided to make its division point at Peck, 33 miles from Houston, the name of Peck being changed to Tomball. Shops and yards are to be built. It was originally planned to locate Tomball 19 miles from Houston, but for operating purposes a point farther away was chosen. The station formerly known as Tomball is now called Scoville. P. G. Burns is chief engineer at Fort Worth, Texas.

Tengue, Texas.—The Manufacturers' Record is officially informed that the Trinity & Brazos Valley Railroad is building a five-and-one-half-mile spur south of Tengue to the Bear Grass coal fields, and it will be completed by February 15.

Tuskaloosa, Ala.—An official letter to the Manufacturers' Record says that the Birmingham & Gulf Railway & Navigation Co., which took over the Tuskaloosa Belt Line on September 1, proposes, in addition to converting the road from steam to electricity, to extend it six miles to coal fields. George C. Scales is superintendent.

Washington, N. C.—The Washington & Vandervere Railroad is reported to be fast approaching completion, and it is expected to be put in operation within a few months.

Webb City, Mo.—President A. H. Rogers of the Southwest Missouri Railway Co. is reported as saying that the new branch of the electric line between Joplin and Duwag will probably be ready for operation by December 10.

White Springs, Fla.—The Florida & Georgia Railway Co., according to official information received by the Manufacturers' Record, contemplates building an extension of several miles. B. F. Camp is vice-president and general manager.

Wichita Falls, Texas.—J. A. Kemp, president of the Wichita Falls & Southern Railway, is reported as saying that the branch under construction from Wichita Falls to the Young County coal fields near old Fort Belknap, 55 miles, will be completed about March 1 next.

Wilmington, N. C.—The Waccamaw Lumber Co. is reported to have completed about eight miles of railroad out of Bolton, N. C., through the Green Swamp, and about 10 miles more are to be built toward Southport, N. C.

STREET RAILWAYS

Ardmore, Okla.—The Ardmore Traction Co., recently incorporated by Donald Fitzgerald of New York and others, will, it is reported, shortly begin work on an extension from the existing street railway to City Lake.

Columbus, Miss.—The American Suburban Corporation, the Manufacturers' Record is informed, will build an electric street-railway extension to Park place, in North Columbus.

Waycross, Ga.—The Waycross Gas & Construction Co. has been chartered, and, among other things, is to build a street railway, for which franchises have been secured; capital \$100,000 to \$500,000. The incorporators are Hawley Pettibone, New Rochelle, N. Y.; Burdette Loomis, Hartford, Conn.; George W. Deen, Waycross; F. H. Elmore, Jacksonville, Fla.

Winston Salem, N. C.—The street-railway extension to East Winston built by the Fries Manufacturing & Power Co. has been completed and put in operation.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—William E. Heathcote, St. Petersburg, Fla., wants steam air compressor to lift water about 60 feet from eight-inch well to surface at rate of 25,000 to 30,000 gallons per hour for irrigation.

Bagging.—W. E. G. Robinson, Concord, N. C., wants jute bagging for baling cotton.

Barrel Machinery.—R. F. Moss, Booker, Va., is in market for stave and barrel-head machinery.

Bath Fixtures.—H. H. Harrington, president Agricultural and Mechanical College of Texas, College Station, Texas, wants bids on marble bath fixtures for bathroom.

Bath Fixtures.—S. A. Nettles, Southern Christian Advocate, Spartanburg, S. C., wants bath fixtures.

Blower Fans.—James E. White, 103 Logan street, Greenville, S. C., wants addresses of manufacturers of small blower fans, such as used on blacksmith forge, light enough to be operated by spring motor.

Boring Mill.—Erie Pump & Engine Co., Erie, Pa., wants second-hand boring mill, seven or eight feet, two heads.

Bridge Construction.—Charles R. Kennedy, Comptroller, New Orleans, La., will open bids January 2 for construction of a bascule trunnion bridge over Bayou St. John at intersection of Esplanade avenue in accordance with plans and specifications on file in office of City Engineer; deposit, \$1500 with City Treasurer, and his receipt enclosed with bid, or certified check for said amount; bond in amount equal to 25 per cent. of contract price. City Engineer will furnish bidders with blank form of proposal; usual rights reserved.

Broom Machinery.—Union Broom Co., Salado, Ark., wants broom machinery, purchase at once.

Brushes.—Oaks Manufacturing Co., Newbern, N. C., wants to correspond with brush manufacturers.

Building Material.—M. J. Bush, Barnesville, Ga., wants prices on building materials for five-room cottages, including lumber, brick, doors, windows, etc.

Building Materials.—Fayetteville Woodware Co., Fayetteville, N. C., wants prices on building materials.

Builders' Supplies.—Armfield McLean Co., Fayetteville, N. C., wants to correspond with manufacturers of builders' supplies, relative to representation.

Building Supplies.—Kracke & Flanders, 715-717 Perdido street, New Orleans, La., want to correspond with manufacturers of terracotta, wood-fiber plaster, waterproofing material for cellars, Portland cement, mosaic floors, prisms, mortar colors and other building specialties with view to representation.

Bulkhead Construction.—Bids will be opened November 30 for construction of creosoted bulkhead; United States reserves usual rights; L. Cravens, Quartermaster, Fort Caswell, N. C.

Cast Iron.—Weber & Morris, Park Bank Building, Beaumont, Texas, wants cast iron for \$25,000 school building.

Cement Shingles.—Shand Builders' Supply Co., Columbia, S. C., wants addresses of manufacturers of cement shingles. Sample shingle is one-eighth inch full in thickness, of brick-red color, with asbestos in composition.

Chalk and Crayon Machinery.—H. H. Vertrees, Webster and Jefferson streets, Pittsfield, Ill., wants information relative to materials, processes and machinery for making chalk, crayon, etc.

Cisterns.—Bids will be received until December 19 at office of Constructing Quartermaster, Fort Dade, Fla., for constructing three cypress cisterns; plans, specifications and full information on application.

Clay-manufacturing Machinery.—See "Chalk and Crayon Machinery."

Clay-separating Equipment.—Bull Creek Sand & Gravel Co., 5 West 23rd street, Columbus, Ga., wants equipment to separate stiff brick clay from sand and gravel deposits now being developed.

Coffin and Casket Supplies.—Cheraw Coffin & Casket Co., Cheraw, S. C., wants to correspond with manufacturers of coffin and casket supplies.

Cotton Carts.—Burke County Oil & Fertilizer Co., Waynesboro, Ga., wants pushcarts for unloading cottonseed from car to mill.

Cotton Gin.—Enoch G. Mitchell, Princeton, S. C., wants ginning equipment.

Doors.—See "Building Material."

Dump Barges.—Bids will be received at office of H. F. Hodges, general purchasing officer, Isthmian Canal Commission, Washington, D. C., until December 21 for furnishing four steel dump barges. General information relating to Circular No. 404 obtained from above office or office of assistant purchasing agent, 24 State street, New York; Custom-house, New Orleans; 1088 North Point street, San Francisco, Cal., and 410 Chamber of Commerce Building, Tacoma, Wash.; also from Chief Quartermaster, Chicago; Depot Quartermaster, St. Louis; Depot Quartermaster, Jeffersonville, Ind., and Chief Quartermaster, Atlanta, Ga., and at U. S. Engineer Office in following cities: Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville and Mobile.

Electric Wiring.—Bids will be opened December 10 for electric wiring in new City Hall at Chattanooga, Tenn.; H. F. Van Dusen, chairman Board of Public Works. (See item under "Municipal Building.")

Electric Wiring.—Bids will be opened December 20 at office of James Knox Taylor, Supervising Architect, Washington, D. C., for installation of conduit and electric-wiring system and low-pressure steam heating apparatus for U. S. Postoffice and Court-house building and extension thereto at Fort Worth, Texas, according to drawings and specifications, copies of which may be obtained at above office or at office of Superintendent of Construction at Fort Worth at discretion of Supervising Architect.

Electrical Equipment.—Jackson Light & Power Co., Jackson, Ala., wants electrical equipment.

Electrical Equipment.—Fayetteville Wood-ware Co., Fayetteville, N. C., wants prices on electrical equipment.

Electroliers.—S. A. Nettles, Southern Christian Advocate, Spartanburg, S. C., wants electroliers.

Elevator.—Smith & Powers, engineers, Sulphur Springs, Ark., want prices on passenger elevator for \$50,000 hotel.

Engine.—Hilton Lumber Co., Wilmington, N. C., is in market for heavy-duty engine, new or second-hand, 150 to 200 horse-power, large bore and reasonable stroke, for varying loads frequently off and on.

Engines.—Fayetteville Woodware Co., Fayetteville, N. C., wants prices on engines.

Engine and Boiler.—Enoch G. Mitchell, Princeton, S. C., wants prices on engine and boiler.

Engine Lathe.—Southern Iron & Equipment Co., 217-219 Prudential Building, Atlanta, Ga., wants new or second-hand 36x16 engine lathe.

Farm-implement Seats.—See "Seats."

Fertilizer Plant.—Thos. W. Hall of Davidson College, Davidson, N. C., wants full information relative to installation and operation of plant for manufacturing nitrate fertilizers by air combustion by electricity, marketing of product, etc.

Gasoline Engine.—Chas. P. Atkins, Jacksonville, Ala., wants gasoline engine, 8 or 10 horse-power.

Granite.—Armfield-McLean Company, Fayetteville, N. C., wants to correspond with manufacturers of granite, relative to representation.

Grates.—S. A. Nettles, Southern Christian Advocate, Spartanburg, S. C., wants grates. Hardware.—See "Nails."

Heating.—See item under "Electric Wiring."

Heating Apparatus.—See item under "Electric Wiring."

Heating Equipment.—Bids will be received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until December 10 to furnish at naval station, New Orleans, La., a furnace-heating equipment. Applications for proposals should refer to Schedule 535. Blank proposals furnished on application to navy pay office, New Orleans, La., or to the bureau; E. B. Rogers, Paymaster-General, U. S. N.

Heating Plant.—C. E. Foy, chairman Board of Commissioners, Newbern, N. C., wants steam heating plant for courthouse and jail.

Heating Plant.—H. H. Harrington, president Agricultural and Mechanical College of Texas, College Station, Texas, wants bids on dormitory heating plant.

Holisting Machinery.—Enoch G. Mitchell, Princeton, S. C., wants machinery for lifting cotton from wagon.

Ice Plant.—C. H. Williamson, Leaksville, N. C., wants estimates on 10-ton ice plant without power.

Irrigation Machinery.—See "Air Compressor."

Iron Castings.—P. A. Young, Charleston, W. Va., wants quotations on malleable-iron castings.

Lumber.—H. E. Wheeler, Montevallo, Ala., wants finished cedar (such as is used for cigar boxes) and other fine woods planed to thickness of one-eighth, three-sixteenths and one-quarter inch; Southern product preferred; also wants nails or brads used by cigar-box manufacturers.

Lumber.—Armfield-McLean Company, Fayetteville, N. C., wants to correspond with manufacturers of rough and dressed lumber, relative to representation.

Lumber.—Ernst Bunge, Havre, France, wants addresses of firms selling spotted maple logs and black walnut logs.

Machine Tools.—See "Boring Mill."

Mantels.—S. A. Nettles, Southern Christian Advocate, Spartanburg, S. C., wants mantels.

Mantels.—R. F. Mills, Barnesville, Ga., wants prices on mantels for \$4000 dwelling.

Marble and Tile.—W. F. May & Co., Fort Smith, Ark., wants to correspond with Tennessee marble producers, tile manufacturers and contractors, and Scagliola contractors.

Metal Ceiling.—Smith & Powers, engineers, Sulphur Springs, Ark., want prices on metal ceiling.

Mill Supplies.—Fayetteville Woodware Co., Fayetteville, N. C., wants prices on mill supplies.

Mill Supplies.—Humboldt Machine Co., Humboldt, Tenn., wants mill supplies.

Nails.—H. E. Wheeler, Montevallo, Ala., wants nails or brads used by cigar-box manufacturers.

Oil-mill Machinery.—Shannon Bros., Jefferson, S. C., wants to correspond with manufacturers of cotton-oil machinery and supplies.

Pail-stave Machinery.—Fayetteville Woodware Co., Fayetteville, N. C., wants prices on pail-stave machinery and supplies.

Paper-bag Machinery.—Cattelan Bros. & Co., Hopetoun House, Lloyd's avenue, London, England, wants machinery for making paper bags for holding and packing cement.

Paper-board Boxes.—Jas. E. White, 103 Logan street, Greenville, S. C., wants to correspond with manufacturers of paper-board boxes.

Paper Cutter.—Chas. P. Atkins, Jacksonville, Ala., wants power paper cutter.

Paving.—Board of Public Improvements, J. J. O'Reilly, president, New City Hall, St. Louis, Mo., will open bids December 10 for alley improvements and construction. Separate proposals must be made for each letting on blank form furnished by Board of Public Improvements; usual rights reserved; plans and specifications and forms of contracts on file at offices of Board of Public Improvements and Street Commissioner. Certified check on a St. Louis bank or trust company, payable to order of City Treasurer, required; W. B. Dryden, secretary.

Paving.—Baltimore (Md.) Board of Awards

will receive bids until December 4 to curb, gutter and resurface with bitulithic 23d street between Oak and Cromwell streets. Specifications and proposal sheets can be obtained from Commissioners for Opening Streets, James H. Smith, president, Hoen Building, Lexington and Holliday streets.

Paving.—Ennis M. Douglas, City Register, Memphis, Tenn., will receive bids until December 5 for paving portion of Laclede avenue with gravel; plans and specifications on file in office of City Engineer; certified check, \$250; usual rights reserved; James H. Malone, Mayor.

Planing-mill Machinery.—W. S. Askew Company, Newnan, Ga., wants prices on chain mortiser, eight-inch molder, tenon machine and dowel door machinery.

Plows.—W. C. Smith, Bennettsville, S. C., wants to correspond with manufacturers of or dealers in gangplows or other implements for breaking, harrowing and seeding prairie lands or similar smooth lands; to be operated by steam or drawn by farm stock.

Plumbing.—See item under "Electric Wiring."

Plumbing.—Bids will be received at Treasury Department, Office of James Knox Taylor, Supervising Architect, Washington, D. C., until December 21 for installation of plumbing, gaspiping, etc., in extension to United States Postoffice and Courthouse, Fort Worth, Texas, according to drawings and specification, copies of which may be had at office of custodian at Fort Worth, Texas, at discretion of supervising architect.

Postoffice Fixtures.—J. M. Neely, Amarillo, Texas, will want full equipment postoffice fixtures for room 40x90 feet.

Printery Equipment.—Chas. P. Atkins, Jacksonville, Ala., wants power printing press, inside chase about 12x18; power printing press, inside chase about 8x12; two small hand self-inking presses, type, rule, electros, etc.; also power paper cutter and 8 or 10-horse-power gasoline engine.

Pumps.—See "Air Compressor."

Pushcarts.—See "Cotton Carts."

Radiators.—Bids for furnishing and delivering cast-iron radiators for hot-water heating required for new building for National Museum in Washington, D. C., will be opened December 10 at office of Building for National Museum, Library of Congress, Washington, D. C. Specifications and other information on application; Bernard R. Green, superintendent of construction.

Railway Rails.—Bellamy Supply Co., Bellamy, Ala., in market for 35 tons of 30 to 40-pound new or relay rails, delivered Tuscaloosa, Ala.

Roller Skates.—Grafton Amusement Co., Grafton, W. Va., wants prices on 300 pairs ball-bearing rink skates.

Roofing.—Weber & Morris, Park Bank Building, Beaumont, Texas, wants asbestos and slate roofing.

Saw.—Geo. Holland, 106 Church street, Wilmington, N. C., wants light resaw, band preferred.

Seats.—Oaks Manufacturing Co., Newbern, N. C., wants to correspond with manufacturers of seats for farming implements.

Separating Machinery.—See "Clay-separating Equipment."

Sewer Construction.—Bids will be opened at office of E. Keller, Mayor, McMechen, W. Va., November 30, for furnishing materials and constructing sewers; plans and specifications on file in above office and of C. C. Smith, engineer, Reilly Building, Wheeling, W. Va. Bids may be either for material or excavation and other construction work, separately, or for both labor and materials as a whole; usual rights reserved.

Sewer Construction.—Commissioners of Sewerage, Equitable Building, Louisville, Ky., will open bids December 17 for construction of sewer under \$4,000,000 bond issue, known as Section B of Southern Outfall Sewer Contract No. 2 of Comprehensive System of Sewerage for Louisville. Work consists mainly of sewer of following sizes and lengths: 15 feet 2 inches by 15 feet 6 inches, 3322 feet long; 14 feet 5 inches by 15 feet, 1820 feet long; 13 feet 11 inches by 14 feet 3 inches, 970 feet long. Engineer's estimate: Excavation, 6143 linear feet; depth, 22 feet to 42 feet; concrete, 17,000 cubic yards; reinforcing steel bars, 1,200,000 pounds, and Portland cement, 21,000 barrels. Plans and specifications on file at offices of Commissioners, office of consulting engineer, Harrison P. Eddy of Metcalf & Eddy, 14 Beacon street, Boston, Mass.; certified check, \$4000; P. L. Atherton, chairman; Chas. P. Weaver, secretary-treasurer; J. B. F. Breed, chief engineer.

Sewing Machines.—J. G. Y., care of Manufacturers' Record, wants to correspond with manufacturers of sewing machines, relative to representing them in the District Trebizonde of Turkey.

Steel.—Weber & Morris, Park Bank Building, Beaumont, Texas, want steel for \$25,000 school building.

Stereopticons or Magic Lanterns.—W. C. Allen, Latta, S. C., wants catalogues and prices of stereopticons or magic lanterns.

Stoves and Ranges.—J. G. Y., care of Manufacturers' Record, wants to correspond with manufacturers of stoves and ranges, relative to representing them in District Trebizonde of Turkey.

Thermometers.—Killian Lumber Co., Cordele, Ga., wants addresses of thermometer manufacturers.

Tile Manufacturers.—See "Marble and Tile."

Tool Manufacturers.—W. B. Woodruff, Cadiz, Ky., wants to correspond with manufacturers of small tools with view to placing order for manufacture of new pocket invention combining tool handle and blades.

Turpentine Cups.—Lake Jackson Turpentine Co., Paxton, Fla., wants quotations on clay and metal turpentine cups.

Undertakers' Supplies.—Cheraw Coffin & Casket Co., Cheraw, S. C., wants to correspond with manufacturers of undertakers' supplies.

Well Drilling.—Board of Mayor and Councilmen of McComb City, Miss., will open bids December 17 for sinking an artesian well at water plant; reference and bond required; usual rights reserved; J. Dock Harrell, City Clerk.

Windows.—See "Building Material."

Water Heater.—Judge U. V. Whipple, Cordele, Ga., wants instantaneous water heater for bathroom; to be operated by electricity or gasoline, electricity preferred.

Water-wheels.—Jackson Light & Power Co., Jackson, Ala., wants turbine wheel.

Woodware Machinery.—See "Pail-stave Machinery."

Woodworking Machinery.—See "Planing-mill Machinery."

INDUSTRIAL NEWS OF INTEREST

To Represent Manufacturers.

The Armfield-McLean Company, Fayetteville, N. C., dealer in rough and dressed lumber and Mt. Airy granite, and manufacturers' agent for builders' supplies, wants to correspond with manufacturers relative to representation.

Clay Deposits for Sale.

Clay manufacturers in need of clay deposits located in the South are invited to address the Hooper & Flynn Company of Wilmington, N. C. This company offers for sale a pipe-clay property located on the waterfront, said to be 10 to 15 feet thick, and burning any color from buff to iron gray.

News of James D. Baker.

Mr. James D. Baker announces that he has resigned as president and general manager of the Solid Steel Tool & Forge Co. of Brackenridge, Pa. After a vacation he will open an office in Pittsburgh and devote his attention to the development of forging machinery and forgings, including car wheels. Mr. Baker continues to be a large stockholder in the company named. He can be

addressed at 1240 Palo Alto street, Allegheny, Pa.

General Building Supplies.

Messrs. Kracke & Flanders, 715 Perdido street, New Orleans, La., are desirous of arranging to act as distributing agents for various kinds of terra-cotta, wood-fiber plaster, waterproofing materials for cellars, Portland cement, mosaic floors, prisms, mortar colors, etc. They want to correspond with manufacturers.

Shipped Machinery to Japan:

A big contract for machinery for shipment to Japan was recently completed by the Fulton Iron Works of 1020 2d street, St. Louis, Mo. It called for a sugar-cane mill with a crushing capacity of 800 tons daily, the entire mill weighing about 1,000,000 pounds. This mill was shipped to New York last week in 23 cars for export to Japan.

General Contractors' Open Offices.

Messrs. E. J. Chauvin, J. E. Millikin and W. C. McGirory have established offices as general contractors for brick and stone

buildings, sidewalks, sewerage systems, etc. They have secured suitable accommodations in the Link Building, Orange, Texas, and are inviting correspondence regarding consultations, reports, designs and superintendence.

Award for Corrugated Bar.

The Expanded Metal & Corrugated Bar Co.'s product, the corrugated bar, has been awarded the gold medal by the Jury of Awards of the Jamestown Exposition. This is the fourth gold medal that the corrugated bar has been awarded, the last one having been given at the International Exhibition in New Zealand. The company's offices are in the Frisco Building, St. Louis, Mo.

The Columbus Engineers' Club.

The regular meeting of the Columbus (Ohio) Engineers' Club was well attended on the night of November 16. The paper of the evening was contributed by Prof. C. T. Morris of the Franklin Engineering Co., his subject being the Quebec bridge disaster. Professor Morris' experience in bridge work, of which he is a master, was especially convincing to his audience, and following the formal presentation of the paper the ensuing discussion was spirited.

From Craddock-Terry Company.

The Craddock-Terry Company of Lynchburg, Va., states that its product of shoes for this year will amount to nearly \$3,000,000, and not \$1,000,000 as reported last week. The company's Southland factory, producing women's shoes, was built seven years ago, and more than a year ago was extensively enlarged in order to supply increasing demands. The West End factory of the Craddock-Terry Company is a new plant which began operations this year, and it alone will produce nearly \$1,000,000 worth of men's shoes.

Benjamin Wireless Cluster Patent.

The Benjamin Electric Manufacturing Co. of Chicago, Ill., is announcing by advertisement that its patent on the Benjamin wireless cluster has been sustained by the Circuit Court of Appeals. This company's case against certain manufacturers for infringement of the Benjamin patent has occupied the attention of the courts for three years and has been closely contested by both sides. In accordance with the court decision, the company is warning the trade and users, and announces its intention to prosecute infringers of the patent.

Demand for Voltax Paint.

The increasing use of Voltax paint (manufactured by the Electric Cable Co. of New York) for protecting the hulls of vessels against the corrosive action of sea water and the adhesion of barnacles is emphasized by some applications of it which are about to be made by the Government. These will include the painting of the Gen. Joseph E. Johnston of the Quartermaster's Department of the Army, the steamer Rowell of the same department, the transport Kilpatrick, now undergoing repairs at Newport News for the Philippine service, and the U. S. steamship Vestal. The requisitions for the latter boat called for Voltax paint exclusively.

Wheeler Condenser & Engineering Company.

The general offices of the Wheeler Condenser & Engineering Co. will be removed from New York to the works at Carteret, N. J., on January 1, 1908, and all the present New York employees transferred there. The company is erecting an extensive addition to the present office building in Carteret to accommodate the increased force and to provide room for the executive offices. Its drawing-room will be enlarged and occupy practically the entire upper floor, while additional room will be provided for the engineering department proper. A kitchen from which luncheon will be served at noon will add to comfort and convenience and give opportunity for the heads of departments to meet daily. William S. Love, who for the past eight years managed the business of the Wheeler Condenser & Engineering Co. in the Central West, and who has been in New York for the last year as general sales manager, will resume charge of the Chicago office of the company at No. 1137-S Monadnock Building on January 1, 1908. Mr. Love's clientele will be pleased to again receive his direct personal attention in this large and important territory.

The Wayne Gas Engine.

The Wayne gas engine has been on the market for some years and has met with the approval of many power consumers. It is adapted for driving elevators of all kinds, grain mills, irrigation plants, mining ma-

chinery, oil-well pumping stations, lumber mills, printeries, agricultural machinery, electric-light plants, water-works and other equipments. In building this engine the horizontal single-cylinder four-cycle type is followed, experience having proven that it will perform its specified service under practically all conditions. High-grade material is used in the engine's manufacture, and every part is finished with the utmost precision, resulting in a power developer that gives efficiency at economical cost to the most exacting user. The Wayne engine is especially adapted for fire service in small cities where a continuous supply of water is impracticable, as it can be started on a moment's notice even after having been idle for a considerable time. It is manufactured by the Fort Wayne Foundry & Machine Co. of Fort Wayne, Ind. J. W. Lowell, 132 Nassau street, New York, is the company's Eastern manager, and is prepared to submit catalogues and more specific information to inquirers.

The Metz & Weiss Engines.

Heretofore there has been considerable trouble in using the heavier oils (fuel and crude) in internal-combustion engines. But there is on the market an engine which can be used with common crude oil. A feature in this machine is the introduction of steam with the charge. The steam generated in the jacket is mixed up with the charge and is burned with the oil vapor and air in the cylinder. This has the effect of lubrication and keeping the cylinder bright and smooth without deposit; also the balls of the combustion space and cylinder-head are, after a long period of constant operation, clean, which indicates a good combustion. The machine has no valves. It has an automatic ignitor, which is heated to about cherry red before the engine is started, and by a lamp, which can be removed after engine is in operation. The heat of the ignitor temperature is kept up by the constant explosion in the cylinders, and it seems the temperature of the ignitor is practically constant. This engine is the Metz & Weiss type, built by the August Iron Foundry and Machine Works of 123 Mott street, New York. The builder says: "A 25-horse-power gasoline engine, using 25 gallons of gasoline for 10 hours, at 15 cents per gallon, would make the cost per day of 10 hours \$3.75. Operating the Metz & Weiss oil engine, using 25 gallons of crude or fuel oil per day of 10 hours, would cost \$1, a saving of \$2.75 per day. This will almost pay for the engine. There are about 40,000 horse-power of these machines in use, and some of them installed 10 years ago are today in perfect condition. The regulation from full load to no load has been found to be as low as 1½ per cent., probably better than many high-speed steam engines. The lubrication is effected by a force-feed lubricator driven from engine shaft and entirely automatic. The amount of oil fed to various parts that need lubrication is arranged at the factory and remains so. This means economy in lubrication and is not subject to careless attendance, and is a factor of considerable value where engines are not handled by men of experience. The engine is so simple that any man of ordinary intelligence can learn in a few hours how to start and take care of it. Installations have operated for months, day and night, without stopping. The only attention required is to supply lubricating oil at regular intervals and the necessary quantity of fuel oil and water. The consumption of water is a small amount, as it is not run to waste, but converted into steam in the jacket of the engine, and, as mentioned above, used in the charge. The Metz & Weiss engines are also made in the vertical type for marine purposes, and many of them are installed in work boats. It need hardly be mentioned that safety is probably a larger factor in marine work than land engines, but even in the ordinary installations of stationary engines the factor of safety ought to be considered, as there is no extra insurance required for the oil engine."

TRADE LITERATURE.

A Consensus of Opinion.

"A Consensus of Opinion" is the title of an illustrated pamphlet which will interest all who are concerned in the most economical and effective operation of ice-making and refrigerating plants and of other plants wherein ice and refrigerating machinery is used. The publication presents fac-simile letters from managers of plants which have been equipped with the Pennell flask-type steam condenser, and tells of the satisfying results obtained in the use of the device. The Pennell condenser accomplishes the duty of both condenser and reboiler. All gases are separated during condensation and ex-

pelled into the atmosphere through a free outlet, with the result that no back pressure is produced in this condenser. The released gases are kept separate, never at any time coming in contact with the condensation water, which consequently flows from the condenser entirely free of gas, and produces clear, crystal ice without reboiling. As the gases are thus entirely expelled, without an opportunity to become redissolved, a higher degree of efficiency is maintained by this system than is possible by the old process of condensing and reboiling. In localities where the water supply is limited or expensive a further advantage obtainable in the economy in water consumption effected by this condenser. As the heat is dissipated by means of the cooling properties of saturating air, the aid of the cooling tower is not required. The circulating water may be passed over the surface again and again at high temperature with high efficiency, the only loss being the vaporization from the cooling surface, which seldom exceeds 50 per cent. of the weight of the steam condensed, while in most instances it is much below that percentage. The same circulating water, having left its scale on the flat surfaces of the condenser, becomes a most desirable boiler feed at high temperature, while the cooling tower, being relieved of four-fifths of its previous duty, is able to perform its greatly reduced load at a much lower ammonia back pressure, reducing the load on the engine and preserving the ammonia from decomposition. The Atmospheric Condensation Co. manufactures the Pennell equipment. Its offices are at 300 Helst Building, Kansas City, Mo.

Supplement to Catalogue No. 17.

A 1908 supplement to Catalogue No. 17 has been issued by the Marine Iron Works, Station A, Chicago, Ill. This supplement describes and illustrates some of the company's recent products, which incidentally indicate the scope and completeness of its work, and contains a reprint from the Manufacturers' Record of an article on "Counterfeit Marine Engines." The products of the Marine Iron Works are designed exclusively for marine service and to be operated by steam power.

FINANCIAL NEWS

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., November 26.

The Baltimore stock market has been very dull during the past week, although there was some little manifestation of activity toward the end of the period. In the trading United Railways common sold at 9; the income bonds from 42 to 43; the funding 5s from 68¾ to 69¼; the funding scrip at 71 to 69¼; United 4s, 80 to 81; Gas 6s, 101½ to 101; Gas 5s, 106½ to 106¾; Maryland Casualty, 56; Seaboard Air Line 4s, 61¾.

Other securities were traded in as follows: Northern Central Railway stock, 80 to 80½; Houston Oil, 3½ to 4; Georgia, Carolina & Northern 5s, 98¼ to 97½; Washington Terminal, 3½ to 32; Wilmington, Columbia & Augusta 6s, 102½; Baltimore City 3½s, 1940, 91; Western Maryland Railroad stock, 4¾ to 5; Fort Worth & Denver City 6s, 100½; Texas Pacific 1sts, 104¾; Virginia Midland 2ds, 101; West Virginia Central 6s, 101; Anacostia & Potomac 5s, 99; Charleston & Western Carolina 5s, 99; Baltimore City Passenger 5s, 99; Atlantic Coast Line Consolidated 4s, 82¼ to 82; Atlanta Consolidated Street Railway 5s, 98½; City & Suburban 5s (Baltimore), 106½; Georgia Pacific 1sts, 103¾; Western Maryland 4s, 62½ to 61; South Carolina 4½s, 102; Georgia & Alabama Consolidated 5s, 98½; Anniston City 3½s, 1919, 70; Anniston Electric & Gas 5s, 1929, 80; South Bound 5s, 97; Charlotte, Columbia & Augusta 1sts, 99¼.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended
November 26, 1907.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast.....	100	60	61
Atlantic Coast of Conn.....	100	23½	25
Balt., Ches. & Atlantic Pfd.....	25	42¾	43
Ga., Sou. & Fla. 1st Pfd.....	100	78	87½
Ga. Sou. & Fla. 2d Pfd.....	100	50	75
Seaboard Co. Common.....	100	12	12
United Rys. & Elec. Co.....	50	8¾	9
Western Maryland.....	50	4½	5

Bank Stocks.			
Citizens' Nat. Bank.....	10	30	32
Far. & Mer. Nat. Bank.....	40	50	50
Maryland Nat. Bank.....	20	16	16
Merchants' Nat. Bank.....	100	170	170
Nat. Bank of Balto.....	100	105	118
Nat. Mechanics' Bank.....	10	26	26
Old Town Bank.....	10	12½	12½
Third National Bank.....	100	115	120

Trust, Fidelity and Casualty Stocks.			
Fidelity & Deposit.....	50	120	120
Maryland Casualty.....	25	50¾	50¾

Miscellaneous Stocks.			
Ala. Con. Coal & L. Pfd.....	100	55	55
Consolidation Coal.....	100	75½	84
G.-B.-S. Brewing Co.....	100	2	4

Railroad Bonds.			
Albany & Northern 5s, 1946.....	92½	95	95
Atlantic Coast Line 1st 4s, 1952.....	82	82½	82½
Balto. & Harrisburg Ext. 5s, 1938.....	99	99	99
Carolina Central 4s, 1919.....	81½	81½	81½
Central of Georgia 1st Inc.....	86	86	86
Charleston & West. Car. 5s, 1946.....	99½	99½	99½
Chas. Col. & Aug. 1st 5s, 1910.....	98	100	100
Columbia & Greenville 1st 5s, 1916.....	97½	97½	97½
Georgia & Alabama 5s, 1945.....	97½	97½	97½
Ga., Car. & North. 1st 5s, 1929.....	97½	97½	97½
Georgia Pacific 1st 6s, 1922.....	104½	104½	104½
Georgia South. & Fla. 1st 5s, 1945.....	100	101	101
Norfolk & Carolina 5s, 1939.....	108	108	108
Petersburg, Class B 6s, 1926.....	112	112	112
Piedmont & Cumberland 1st 5s, 1911.....	95	95	95
Raleigh & Augusta 1st 6s, 1926.....	102	102	102
Richmond & Danville Gold 6s, 1915.....	101	101	101
Seaboard Air Line 4s, 1950.....	60	63	63
Seaboard Air Line 5s, 10-year, 1911.....	93	93	93
South Bound 5s, 1941.....	97	98	98
Virginia Midland 2d 6s, 1916.....	106	106	106
Virginia Midland 4ths, 1921.....	105	105	105
Washington Terminal 3½s.....	80¾	81	81
Western Maryland 4s, 1952.....	99½	99½	99½
Western Maryland 2d 4s, 1914.....	91	91	91
Western North Car. Con 6s, 1914.....	103	103	103
West Virginia Cent. 1st 6s, 1911.....	100½	101½	101½
W. Col. & Aug. 6s, 1910.....	100	102½	102½
W. & Weldon Gold 5s, 1925.....	109½	109½	109½

Street Railway Bonds.			
Anacostia & Potomac 5s, 1949.....	96	96	96
Augusta Ry. & Elec. 5s, 1940.....	90	96	96
Balto. City Passenger 5s, 1911.....	98¾	99	99
Balto. Sp. Pt. & Ches. 4½s.....	87	87	87
Balto. Traction 1st 5s, 1929.....	103¾	104½	104½
Central Ry. Con. 5s (Balto.), 1932.....	105½	105½	105½
Charleston City Ry. 5s, 1923.....	98½	98½	98½
Charleston Con. Elec. 5s, 1929.....	90	90	90
City & Suburban 5s (Balto.), 1922.....	106	107	107
City & Suburban 5s (Wash.), 1948.....	97½	97½	97½
Lexington Ry. 1st 5s, 1949.....	96	96	96
Mayon Ry. & Lt. 1st Con. 5s, 1953.....	85	92½	92½
Norfolk Railway & Light 5s.....	98	98	98
Norfolk Street Railway 5s, 1948.....	98	98	98
North Baltimore 5s, 1942.....	107½	107½	107½
Richmond Traction 5s.....	102½	102½	102½
United Railways 1st 4s, 1949.....	80¾	81	81
United Railways Inc. 4s, 1949.....	43	43½	43½
United Railways Funding 5s.....	69¼	69¼	69¼

Miscellaneous Bonds.			
Consolidated Gas 6s, 1910.....	101	101½	101½
Consolidated Gas 5s, 1929.....	106	106¾	106¾
Consolidated Gas 4½s.....	90	90	90
G.-B.-S. Brewing 1st 4s.....	44	44	44
G.-B.-S. Brewing 2d Inc.....	14	14	14
Mt. V. & Woodby Cot. Duck 5s.....	74	74	74
United Electric Lt. & Pow. 4½s.....	74	77	77

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for
Week Ending November 25.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	88	88
Aiken Mfg. Co. (S. C.).....	90	90
American Spinning Co. (S. C.).....	130	145
Anderson Cotton Mills (S. C.).....	70	70
Arkwright Mills (S. C.).....	119	119
Augusta Factory (Ga.).....	90	90
Avondale Mills (Ala.).....	130	130
Belton Mills (S. C.).....	115	121
Bibb Mfg. Co. (Ga.).....	112½	112½
Brandon Mills (S. C.).....	137	137
Cabarrus Cotton Mills (N. C.).....	127	135
Chadwick Mfg. Co. (N. C.) Pfd.....	100	100
Chiquita Mfg. Co. (S. C.).....	121	130
Clifton Mfg. Co. (S. C.).....	115	115
Cotton Mfg. Co. (S. C.) Pfd.....	101	101
Clinton Cotton Mills (S. C.).....	150	150
Columbus Mfg. Co. (Ga.).....	96	96
Courtenay Mfg. Co. (S. C.).....	97½	97½
Dallas Mfg. Co. (Ala.).....	96	100
Darlington Mfg. Co. (S. C.).....	90	92
Eagle & Phenix Mills (Ga.).....	137½	137½
Easley Cotton Mills (S. C.).....	145	150
Enoree Mfg. Co. (S. C.).....	70	80
Enoree Mfg. Co. (S. C.) Pfd.....	100	100
Enterprise Mfg. Co. (Ga.).....	94	94
Exposition Cotton Mills (Ga.).....	225	240
Gaffney Mfg. Co. (S. C.).....	90	90
Gainesville Cotton Mills (Ga.).....	50	60
Granby Cot. Mills (S. C.) 1st Pfd.....	47½	52
Graniteville Mfg. Co. (S. C.).....	160	165
Greenwood Cotton Mills (S. C.).....	97	98¾
Grendel Mills (S. C.).....	120	122½
Honda Mills (N. C.).....	175	175
King Mfg. Co. John P. (S. C.).....	97	100
Lancaster Cotton Mills (S. C.).....	110	110
Lancaster Cot. Mills (S. C.) Pfd.....	91	96
Langley Mfg. Co. (S. C.).....	100	100
Laurens Cotton Mills (S. C.).....	151	151
Limestone Mills (S. C.).....	140	150
Lockhart Mills (S. C.).....	97	100
Louise Mills (N. C.) Pfd.....	97	100
Marboro Cotton Mills (S. C.).....	88	88
Mayo Mills (S. C.).....	105	125
Mills Mfg. Co. (S. C.).....	110	110
Mills Mfg. Co. (S. C.) Pfd.....	105	111
Monaghan Mills (S. C.).....	115	120
Monarch Cotton Mills (S. C.).....	107	110
Newberry Cotton Mills (S. C.).....	140	150
Norris Cotton Mills (S. C.).....	120	121
Olympia Cot. Mills (S. C.) Pfd.....	68	70
Orangeburg Cot. Mills (S. C.) Pfd.....	80	98
Orr Cotton Mills (S. C.).....	107	107
Pacolet Mfg. Co. (S. C.).....	170	170
Pacolet Mfg. Co. (S. C.) Pfd.....	101	103¾
Peizer Mfg. Co. (S. C.).....	165	175
Piedmont Mfg. Co. (S. C.).....	168	175
Poe Mfg. Co. (S. C.).....	128	128
Raleigh Cotton Mills (N. C.).....	100	105
Richland Cot. Mills (S. C.) Pfd.....	95	95
Roanoke Mills (N. C.).....	171	171
Saxon Mills (S. C.).....	125	125
Sibley Mfg. Co. (Ga.).....	63	65
Spartan Mills (S. C.).....	146	146
Springdale Mills (S. C.).....	100	100
Trilon Mfg. Co. (Ga.).....	137½	137½
Tucapau Mills (S. C.).....	200	200
Union-Buffalo Mills (S. C.) 1st Pfd.....	67	69

[Continued on Page 64.]

ATLANTIC COAST LINE RAILROAD COMPANY.

Richmond, Va., November 19, 1907.

To the Stockholders of the Atlantic Coast Line Railroad Company:

The Board of Directors of the Atlantic Coast Line Railroad Company respectfully submits the following report for the fiscal year ended June 30, 1907:

Miles owned June 30, 1906.....	4,204.48
Miles not owned, but operated under leases and trackage contracts.....	140.31
	4,344.79
Miles owned, but not operated by this Company.....	11.16
	4,333.63
Miles operated June 30, 1906.....	
Miles added during fiscal year:	
Extension of Jacksonville & Southwestern.....	10.57
Line, Castle Street, Wilmington, to Fernside, reopened.....	4.11
Additional lines to Factories, Mills, etc.....	12.61
	27.29
Total miles operated June 30, 1907.....	4,360.92
Average mileage operated during year.....	4,346.79

INCOME ACCOUNT.

	1907.	1906.	Inc.
Gross earnings from operation.....	\$26,771,528 54	\$24,868,448 06	\$1,903,080 49
Operating expenses and taxes.....	20,442,026 99	16,892,199 46	3,549,827 53
Net income from operation.....	\$6,329,501 55	\$7,976,248 59	Dec. 1,646,747 04
Other income.....	2,673,427 79	2,565,934 16	Inc. 107,493 63
Total income.....	\$9,002,929 34	\$10,542,182 75	Dec. 1,539,253 41
Interest and rentals.....	5,871,188 97	6,683,846 43	Inc. 187,342 54
Miscellaneous deductions from income.....	\$3,131,740 37	\$4,858,336 32	Dec. 27,609 23
	13,784 96	41,394 19	
Net income.....	\$3,117,955 41	\$4,816,942 13	Dec. 1,698,986 72
Dividends:			
On Common Stock:			
January 10, 1907, 3 per cent.....	\$1,456,128 00		
July 10, 1907, 3 per cent.....	1,456,128 00		
On Preferred Stock:			
November 10, 1906, 2½ per cent.....	39,915 00		
May 10, 1907, 2½ per cent.....	39,915 00		
	2,992,086 00	2,718,630 00	Inc. 273,456 00
Net surplus for year.....	\$125,869 41	\$2,088,312 13	Dec. 1,972,442 72
Earnings from operation increased.....	7.66	per cent.	
Operating expenses and taxes increased.....	21.01	"	
Net income from operations decreased.....	20.65	"	

The ratio of operating expenses and taxes to gross earnings from operations was 76.36 per cent., an increase of 8.43 per cent., as compared with the previous year.

EARNINGS AND EXPENSES.

The earnings and expenses for the year ended June 30, 1907, as compared with those for the preceding year were as follows:

	1907.	1906.	Increase.	Per cent.
Freight.....	\$18,443,695 09	\$17,374,525 83	\$1,069,169 26	6.15
Passenger.....	6,083,991 33	5,436,172 74	647,818 59	11.92
Express.....	770,765 83	694,366 67	76,399 16	11.00
Mail.....	611,400 10	619,622 98	8,222 88	1.33
Miscellaneous.....	800,974 01	687,457 63	113,516 38	16.51
Extra baggage.....	60,712 18	56,302 20	4,409 98	7.83
Total earnings.....	\$26,771,528 54	\$24,868,448 06	\$1,903,080 49	7.66
			*Decrease.	
	1907.	1906.	Increase.	Per cent.
Maintenance of way and structures.....	\$3,909,737 55	\$3,427,560 42	\$482,177 12	14.07
Maintenance of equipment.....	3,946,012 76	3,092,086 76	853,926 00	27.62
Conducting transportation.....	10,988,157 38	8,904,690 54	2,083,466 84	23.40
General expenses.....	743,470 20	658,002 13	85,468 07	12.99
Taxes.....	854,649 00	809,869 60	44,779 40	5.53
Total operating expenses and taxes.....	\$20,442,026 99	\$16,892,199 46	\$3,549,827 53	21.02

INCREASED EXPENSES OF OPERATION.

Total freight and passenger train miles.....	Increased 5.7 per cent.
Total freight and passenger engine miles.....	Increased 5.9 "
Coal-burning engine miles.....	Increased 15.8 "
Wood-burning engine miles.....	Decreased 25.8 "
Tons of coal consumed.....	Increased 14.5 "
Cords of wood consumed.....	Decreased 14.0 "
Cost of coal consumed.....	Increased 14.4 "
Cost of coal per ton.....	Increased 0.0 "
Cost of coal per engine mile.....	Decreased 1.8 "

An analysis of certain increases in expenses, aggregating \$2,731,239, or 75 per cent. of the total increase, shows the following distribution:

	Increase.
Changes in method of accounting.....	\$44,089
Replacement charges, equipment and structures.....	124,871
Materials and supplies.....	615,561
Overtime.....	84,189
Paid foreign roads for car repairs.....	68,957
Fuel, increased consumption.....	248,985
Car mileage balance.....	266,859
Loss and damage.....	221,371
Roadway payroll.....	245,461
Shop force payroll.....	272,389
Other additional forces.....	76,702
Payroll of train crews.....	163,577
Other payrolls.....	296,988
Total.....	\$2,731,239

CAPITAL ACCOUNT.

The final payment upon the 45,576 shares of common stock subscribed for May 10, 1906, by the stockholders, as explained in the last annual report, was duly made September 10, 1906, so that now the common capital stock of this Company consists of 455,376 shares—\$48,537,600.

There has been no change in the issue of preferred stock, which remains at \$1,596,600.

The Seven Per Cent. Certificates of Indebtedness of the Wilmington & Weldon Railroad Company outstanding at the close of the fiscal year amounted to \$1000.

The Four Per Cent. Certificates of Indebtedness of this Company, of the issue of 1900, amounted at the close of the fiscal year to \$500, a decrease of \$900.

The new Four Per Cent. Certificates of Indebtedness of the Company outstanding at the close of the fiscal year amounted to \$21,566,600, the same amount outstanding at the close of the previous fiscal year.

BONDED DEBT AND NOTES.

During the fiscal year there were sold \$400,000 of the First Consolidated Mortgage Fifty-Year Four Per Cent. Gold Bonds from those held in the treasury at a figure which netted to your Company \$382,000.

In order to provide payment for 100 new locomotives, 3280 steel underframe freight cars and 53 passenger equipment cars, costing \$5,000,000, it became necessary to issue trust equipment bonds. The indenture securing these bonds is dated March 1, 1907, and under same a cash payment of \$500,000 was made, the balance of the principal being payable at the rate of \$450,000 per year, payable semi-annually, the first payment of \$225,000 being made on September 1, 1907, and the last payment to be made on March 1, 1917. The deferred payments bear interest at the rate of 4 per cent. per annum. The net amount realized from the sale of these bonds was \$4,147,650.

To provide the necessary funds to carry on the improvements under way your Board

of Directors authorized the issuance of \$5,000,000 of Three-Year Five Per Cent. Notes. These notes are dated March 1, 1907, and the entire issue was sold for 95½. The net amount realized from the sale was \$4,775,000.

The Bonded Debt of your Company was increased during the fiscal year by the issue of the following mortgage bonds:

First Consolidated Mortgage Fifty-Year Four Per Cent. Gold Bonds.

For purchase of rolling stock.....	\$470,000 00
For purchase of real estate.....	9,000 00
For new shops.....	168,000 00
For new terminals.....	556,000 00
For freight yards and buildings.....	450,000 00
For new passenger stations.....	24,000 00
For water-softening plants.....	38,000 00
Exchanged for \$600 Four Per Cent. Certificates (old).....	600 00
	\$1,715,600 00

Also Atlantic Coast Line Railroad Co., Jacksonville & Southwestern Purchase-Money Mortgage Four Per Cent. Fifty-Year Gold Bonds, exchanged for \$40,000 Freight Certificates..... 40,000 00

Total Increased Mortgage Bond Issue for the Fiscal Year..... \$1,755,600 00

Issue of Equipment Four Per Cent. Gold Bonds, dated March 1, 1907..... \$4,500,000 00

Issue of Three-Year Five Per Cent. Gold Notes, dated March 1, 1907..... 5,000,000 00

Equipment trust obligations decreased..... \$16,666 67

Freight Certificates decreased..... 40,000 00

TRAFFIC.

Owing to the shortage of the strawberry and vegetable crops the gross revenue from that source was \$239,287.25 less than the preceding year. Other traffic conditions were favorable, and with our increased equipment we were able to overcome this loss and show a gross increase from freight traffic of \$1,069,170.26, or 6.15 per cent.

Passenger traffic shows a gross increase of \$47,818.59, or 11.92 per cent. The number of tons of freight earning revenue increased 7.72 per cent.; the number of tons carried one mile increased 11.11 per cent.; the mileage of revenue freight trains increased 5.52 per cent., and the average number of tons carried per freight train mile increased 6.33 per cent.

The number of passengers carried increased 6.8 per cent.; the number of passengers carried one mile increased 12.04 per cent., and the mileage of revenue passenger trains increased 7.32 per cent. The average number of passengers carried per train mile increased 3 per cent.

The statement attached to this report, page 42 of pamphlet report, shows in detail our traffic and mileage statistics.

INDUSTRIAL.

Through the efforts of our Agricultural and Immigration Department 578 settlers were located on our lines in different States and engaged in agricultural pursuits. The figures stated cover heads of families only. One hundred and seventy-seven industries, such as factories, mills, etc., were located on our lines during the fiscal year.

In addition to the above a large number of settlers have been located on our lines by private organizations, real estate agents, etc., with all of whom our Agricultural and Immigration Department co-operates.

The Immigration and Industrial Association of Alabama and the Georgia Bureau of Industries and Immigration, referred to in previous reports, have also been instrumental in bringing about these results.

TRUST EQUIPMENT.

Of the Trust Equipment ordered during the last fiscal year the following was undelivered on June 30, 1907:

Locomotives:	
28 Freight.	
7 Passenger.	
4 Switching.	
Freight Equipment:	
1370 Steel Underframe Box Cars.	
780 Steel Underframe Flat Cars.	
Passenger Equipment:	
25 Passenger Coaches.	
20 Express Cars.	
8 Combination Mail and Express Cars.	

All of the above, except 5 flat cars and 492 box cars, have been delivered since June 30, 1907.

DOUBLE TRACK.

Twenty-five miles of double track are in course of construction and should be in operation by December 1, 1907, making a total of 85.9 miles of double track for the entire system.

RAIL RELAYING AND INCREASE IN SIDE TRACKS AND YARD TRACKS.
There were laid during last fiscal year 22.37 miles of additional side tracks, 12.61 miles of additional industrial tracks and 21.92 miles of additional yard tracks.

There were relaid the following:
351.9 miles with 85-pound rail.
126.23 miles with 70-pound rail.
37.36 miles with 60-pound rail.
9.41 miles with 56-pound rail.
making a total of 625.43 miles, equal to 12.75 per cent. of our entire main line and branch mileage.

GENERAL REMARKS.

In addition to the stock subscription made by your stockholders for 45,576 shares of common stock at par, there have been sold during the fiscal year \$4,500,000 Equipment Four Per Cent. Gold Bonds at 92½ net, \$5,000,000 Five Per Cent. Three-Year Gold Notes at 95½ net, and \$400,000 First Consolidated Mortgage Fifty-Year Four Per Cent. Gold Bonds at 95 net, all of these sales, together with the stock subscription, yielding \$13,572,250.

This amount has been expended approximately as follows:

Equipment purchased, including Trust Equipment.....	\$9,726,812 31
Additions and betterments (see pages 29 and 30 of pamphlet report).....	1,513,099 58
Increase in material and supply account over June 30, 1906.....	1,416,848 26
Advances to subsidiary companies.....	259,282 06
Investments in bonds, etc.....	743,301 41
Aggregate.....	\$13,759,324 22

Since our last report the following-named States, either through their Legislatures or Corporation Commissions, have taken such action as will greatly reduce your passenger rates:

By Corporation Commission: Reducing passenger rates from three cents per mile to two cents per mile, effective October 1, 1907.

By Act of Legislature: Reducing passenger rates from three and one-quarter cents per mile for first class and two and three-quarters cents per mile for second class to two and one-quarter cents per mile for both classes, effective August 8, 1907.

By Railroad Commission: Reducing passenger rates from three cents per mile to two and one-quarter cents per mile, effective September 1, 1907.

By Act of Legislature: Reducing passenger rates from three cents per mile to two and one-half cents per mile, and also a material reduction in freight rates, effective October 1, 1907.

We are now operating these reduced rates, although we believe them to be confiscatory, and their legality is being tested in the Courts. In the meantime the Company is suffering irreparable loss pending final decision.

Attention is called to the following statements submitted as a part of this report:

Third Vice-President's Report.	
Income Account.	
General Balance Sheet.	
Profit and Loss Account.	
Bonds secured by mortgages on the railroads of the Company or by the Company's collateral trust mortgage.	
Security for Funded Debt.	
Operating Expenses.	
Traffic and Mileage Statistics.	

We renew the expression of our appreciation of the fidelity of and intelligent work done by the employees of the Company generally.

T. M. EMERSON, President.
H. WALTERS, Chairman.

THIRD VICE-PRESIDENT'S REPORT.

The following tables will show the comparison with the previous year:

	Maintenance of way and structures.	Maintenance of equipment.	Conducting trans. portation.	General expenses.	Total.
Year ending June 30, 1907.....	\$3,909,737 55	\$3,946,012 76	\$10,988,157 38	\$743,470 20	\$19,587,377 99
Year ending June 30, 1906.....	\$3,427,560 43	\$3,092,086 76	\$8,904,690 54	\$658,002 13	\$16,082,339 86
Increase.....	\$482,177 12	\$853,926 00	\$2,083,466 84	\$85,468 07	\$3,505,048 13
Increase per cent.....	14.07	27.62	23.40	12.99	21.79

13

A double-track plate girder bridge, consisting of five (5) spans, has been constructed and delivered for the work being done by the United States Government in deflecting the course of the Appomattox River at Petersburg, Va. The Government is building the masonry, which must be completed before the superstructure can be placed.

<i>Liabilities.</i>		
Capital Stock:		
Preferred.....	\$1,586,000 00	
Common.....	42,980,000 00	
Common Class "A," Richmond & Petersburg Railroad.....	1,000,000 00	\$50,134,300 00
Capital Stock, Common, subscribed for, but not issued.....	4,557,600 00	
Brunswick & Western R. R. Income Bonds.....		66,000 00
Equipment Four Per Cent. Trust Bonds.....		4,500,000 00
Atlantic Coast Line R. R. Co. Three-Year Gold Notes.....		5,000,000 00
Certificates of Indebtedness:		
New Certificates of Indebtedness, Four Per Cent.....	\$21,566,600 00	
Certificates of Indebtedness, old Four Per Cent.....	1,100 00	500 00
Certificates of Indebtedness, W. & W. R. R. Seven Per Cent.....	1,000 00	
Bonded debt secured by mortgages on railroads.....	77,708,850 00	79,964,450 00
Louisville & Nashville R. R. Collateral Four Per Cent. Bonds.....	35,000,000 00	35,000,000 00
Freight Certificates Jacksonville & Southwestern Railroad.....	287,000 00	247,000 00
Trust equipment obligations.....	16,696 67	
Current Liabilities:		
Audited vouchers and payrolls.....	\$1,664,524 60	\$2,356,574 18
Due to other companies and individuals.....	826,027 15	1,388,438 41
Coupons due and unpaid.....	434,808 84	439,830 84
Dividends declared, unpaid.....	1,329,478 00	1,466,206 00
Deferred Liabilities:		
Bond interest accrued, not due.....	\$1,003,684 17	\$1,026,684 16
Taxes accrued, not due.....	499,797 92	499,797 92
Interest on Equipment Trust Bonds, accrued, not due.....	1,503,482 09	60,000 00
Interest on Three-Year Notes, accrued, not due.....		83,333 33
Reserves for betterments and improvements.....	2,180,436 90	1,638,815 41
Profit and Loss surplus.....	9,297,363 93	1,510,290 80
		9,089,543 46
Total Liabilities.....	\$301,961,537 67	\$212,919,359 99

<i>Credits.</i>	
Credit balance July 1, 1906.....	\$9,397,363 93
Interest on advances, account J. & S. W. Extension.....	11,237 07
Dundry old vouchers remaining in Vouchers Payable in Liquidation written off.....	40,385 05
Agents' balances collected, which were included in amount written off to Profit and Loss as uncollectible, June 30, 1906.....	37 05
Interest on \$25,000 L. O. F. & G. R. R. Five Per Cent. Bonds, April 1 to July 1, 1906.....	312 50
Trackage Rental Agreement, Norfolk-Suffolk Refund by Southern Railway Co. for quarter ended March 31, 1906.....	112 11
Premium on 27 shares Common Capital Stock 1906 allotment not subscribed for.....	572 84
Amount recovered from United States Government for erroneous deductions from excess baggage charges during Spanish-American War in 1898.....	1,593 89
Adjustment of Compress Account.....	5,994 15
Unclaimed wages of more than five years' standing written off on account of inability to accomplish payment.....	12 16
Washington & Vandemere Railroad Stock investment.....	2,578 66
Adjustment of Material and Supply Account to Inventory of June 30, 1907.....	1,000 00
One-half proportion of final surplus Gainesville, Jefferson & Southern Railroad Receivables.....	5,614 08
Balance of Net Income for the year.....	327 17
Total.....	\$9,488,706 81

Debits.	
doubtful accounts written off.....	\$1,414 62
interest paid L. O. P. & G. R. R. for bonds delivered May 10 and July 1, 1906.....	468 75
1. St. Clair Plant System, dated September 20, 1890, paid December, 1906.....	1 50
paid Georgia Railroad this Company's proportion of certain legal expenses.....	2,524 40
undry uncollectible balances of ex-agents written off.....	3,917 16
discount on bonds sold.....	8,000 00
vouchers Payable credited in error September, 1906, transferred to Construction and Property by suggestion of Haskins & Sells.....	21,079 62
interest on \$5,000 Three-Year Five Per Cent. Gold Notes, dated March 1, 1907, sold.....	\$25,000 00
voucher written off in September, 1906, presented for payment.....	1 50
deficit from operation of the Georgia Railroad under lease for year ending June 30, 1907.....	\$162,856 10
This Company's proportion—one-half.....	81,428 05
discount on Macon, Dublin & Savannah Railroad Bonds.....	42,910 00
on close account of "Jacksonville & Southwestern Railroad Co.—in Liquidation".....	3,417 77
	<u>\$90,193 47</u>
Balance, surplus June 30, 1907.....	\$9,099,542 40

[Continued from Page 61.]

Victor Mfg. Co. (S. C.)	131 1/2
Warren Mfg. Co. (S. C.)	92
Warren Mfg. Co. (S. C.) Pfd.	105
Washington Mills (Va.) Pfd.	20
Washington Mills (Va.) Pfd.	100
Whitney Mfg. Co. (S. C.)	125
Wiscasset Mills (N. C.)	125
Woodruff Cotton Mills (S. C.)	130
Woodside Cotton Mills (S. C.)	110 1/2

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending November 25.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	85	90
Aetna Cotton Mills (S. C.) Pfd.	75	80
Aiken Mfg. Co. (S. C.)	82	89
American Spinning Co. (S. C.)	145	150
Anderson Cotton Mills (S. C.)	75	80
Arcadia Mills (S. C.)	98	101
Arkwright Cotton Mills (S. C.)	109	115
Augusta Factory (Ga.)	80	85
Avondale Mills (Ala.)	110	115
Belton Mills (S. C.)	118	122
Bibb Mfg. Co. (Ga.)	115	120
Brandon Mills (S. C.)	125	130
Brogan Mills (S. C.)	40	45
Cabarrus Cotton Mills (N. C.)	125	130
Chadwick Mfg. Co. (N. C.) Pfd.	103	108
Chiquola Mfg. Co. (S. C.)	125	130
Clifton Mfg. Co. (S. C.)	112	115
Clifton Mfg. Co. (S. C.) Pfd.	101	105
Clinton Cotton Mills (S. C.)	155	160
Columbus Mfg. Co. (Ga.)	94	98
Courtenay Mfg. Co. (S. C.)	95	100
Dallas Mfg. Co. (S. C.)	95	100
Darlington Mfg. Co. (S. C.)	80	85
D. E. Converse Co. (S. C.)	112	115
Eagle & Phenix Mills (Ga.)	130	135
Enslay Cotton Mills (S. C.)	145	150
Enoree Mfg. Co. (S. C.)	70	75
Enoree Mfg. Co. (S. C.) Pfd.	100	105
Enterprise Mfg. Co. (Ga.)	82	85
Exposition Cotton Mills (Ga.)	225	230
Gaffney Mfg. Co. (S. C.)	82	85
Gainesville Cotton Mills (Ga.)	57	60
Glenwood Mills (S. C.) Cotton	122	125
Gluck Mills (S. C.)	90	95
Granby Cot. Mills (S. C.) 1st Pfd.	50	55
Granville Mfg. Co. (S. C.)	100	105
Greenwood Cotton Mills (S. C.)	94	98
Grendel Mills (S. C.)	118	122
Hartsville Cotton Mill (S. C.)	122	125
Henrietta Mills (N. C.)	122	125
Inman Mills (S. C.)	100	105
King Mfg. Co. (S. C.)	97	102
Lancaster Cotton Mills (S. C.)	102	105
Lancaster Cot. Mills (S. C.) Pfd.	92	95
Langley Mfg. Co. (S. C.)	92	95
Laurens Mills (S. C.)	150	155
Limestone Mills (S. C.)	140	145
Lockhart Mills (S. C.)	90	95
Lockhart Mills (S. C.) Pfd.	101	105
Loray Cotton Mills (N. C.) Pfd.	90	95
Louise Mills (N. C.)	90	95
Louise Mills (N. C.) Pfd.	102	105
Mariboro Cotton Mills (S. C.)	80	85
Mayo Mills (N. C.)	150	155
Mills Mfg. Co. (S. C.)	109	112
Molokoh Mfg. Co. (S. C.)	103	105
Monarch Mills (S. C.)	117	120
Monarch Cotton Mills (S. C.)	107	110
Newberry Cotton Mills (S. C.)	127	130
Ninety-Six Cotton Mills (S. C.)	115	118
Norris Cotton Mills (S. C.)	117	120
Odell Mfg. Co. (N. C.)	90	95
Olympia Cotton Mills (S. C.)	70	75
Orangeburg Mfg. Co. (S. C.) Pfd.	80	85
Orr Cotton Mills (S. C.)	105	110
Pacolet Mfg. Co. (S. C.)	170	175
Pacolet Mfg. Co. (S. C.) Pfd.	101	105
Pelzer Mfg. Co. (S. C.)	167	170
Piedmont Mfg. Co. (S. C.)	170	175
Poe Mfg. Co. F. W. (S. C.)	125	130
Raleigh Cotton Mills (N. C.)	100	105
Richland Cot. Mills (S. C.) Pfd.	50	55
Roanoke Mills (N. C.)	118	122
Saxon Mills (S. C.)	124	128
Sibley Mfg. Co. (Ga.)	58	62
Southern Cotton Mills (S. C.)	140	145
Spartan Mills (S. C.)	140	145
Springstein Mills (S. C.)	100	105
Trion Mfg. Co. (Ga.)	132	135
Tucapau Mills (S. C.)	195	200
Union-Buffalo 1st Pfd.	70	75
Union-Buffalo 2d Pfd.	20	25
Victor Mfg. Co. (S. C.)	130	135
Warren Mfg. Co. (S. C.)	106	110
Warren Mfg. Co. (S. C.) Pfd.	106	110
Washington Mills (Va.)	25	30
Washington Mills (Va.) Pfd.	100	105
Whitney Mfg. Co. (S. C.)	125	130
Wiscasset Mills (N. C.)	127	130
Woodruff Cotton Mills (S. C.)	130	135

New Corporations.

The Bank of Weir has been organized at Weir, Ga., with \$10,000 capital by J. E. Cobb, J. H. McKinnon, A. M. Weir and others.

The Bank of Jonestown has been chartered at Jonestown, Miss., with \$10,000 capital by J. T. Longino, J. E. Montroy and others.

The Security Bank is reported organized at Ripley, Ga., with \$25,000 capital by T. J. Cole, G. W. Smith, G. P. Stewart and others.

The People's Bank of Southwest City, Mo., has been incorporated with \$10,000 capital by J. C. Yeargain, Jr., Maude Dustin, George D. Cates and others.

The Whitesburg Banking Co. of Whitesburg, Ga., has begun business with Jethro Jones, president; J. R. M. Carter, vice-president, and W. T. Jones, cashier.

The Bank of Taliaferro at Crawfordville, Ga., has been chartered with \$40,000 capital. The incorporators are W. H. Griffin, John F. Holden, W. W. Bird and others.

The Paige State Bank of Paige, Texas,

has begun business with E. F. Brown, president; Albert Orts, Sr., vice-president; William Hamff, secretary, and M. K. Freeman, cashier.

The Italian Building Association has been incorporated at Baltimore, Md., with \$100,000 capital by Rosario Marino, Vincenzo Ambrose, Adamo Tomat, Giovan Batista Porta and Vincent J. Demarco.

The Farmers' Bank & Trust Co. of Lancaster, S. C., capital \$25,000, has elected the following directors: E. B. Lingle, president; J. F. Nisbet, vice-president; W. T. McMurray, W. P. Robinson, W. M. Moore, A. R. Rollings and W. P. Bennett.

The Exchange Bank of Stillmore, Ga., recently organized, has elected the following directors: George M. Brinson, president; W. J. Evans, vice-president; Wm. R. Holder, cashier; W. M. Atkinson, John Durden, C. W. Brinson, T. J. Kent and B. L. Brinson.

The Valley Bank of Hindsville, Ark., capital \$25,000, has been chartered. The directors of the Valley Bank are W. A. Moore, president; J. E. Martin, vice-president; T. R. Lane, treasurer; W. H. Stevens, secretary; L. A. Jones, J. R. Harris and S. H. Slaughter.

The Farmers' Mutual Fire Insurance Co. of Floyd, Clark and Harrison counties, has filed articles of incorporation at New Albany, Ky. The directors are Spurzheim Duncan, Joseph S. Riley, Joseph Stilger, Jacob E. Knieriemann, Joseph Wiseman and William Bradley.

The Jones County Bank at Laurel, Miss., has completed its organization by electing the following directors: J. T. O'Ferrall, president; Frank Bush, vice-president; J. M. Conley, cashier; A. W. Noble, J. D. Warren, Frank Gardner, S. A. Carnes, J. A. Sumrall and Stone Deavours.

The Bank of Westfork has been chartered at Westfork, Ark., with \$20,000 capital. The directors are J. R. Harris, president; C. C. Stockburger, vice-president; J. L. Bryan, secretary; George Curtis, treasurer; W. G. Gilbreath, J. R. Stockberger, J. M. Carnes, A. K. Sawyer and F. J. Males.

The Citizens' Bank is reported being organized at Keedysville, Md., with \$25,000 capital by Dr. W. M. Nihiser, D. H. Snively, Grant Wyand, W. D. Hughes and John A. Miller, who, with D. D. Keedy, George H. Thomas, Samuel H. Neikirk, E. L. Youtree, Charles Thomas and G. H. Sprecher, will constitute the directors.

The Cunningham National Bank of Joplin, Mo., will, it is reported, soon begin business with T. W. Cunningham, president; J. T. Livingston, vice-president; Mrs. V. F. Church, cashier and secretary; Miss Tillie Muller, assistant cashier and secretary; directors, T. W. Cunningham, J. T. Livingston, A. H. Waite, R. L. Wilson and W. H. Sutton.

The Mutual Building and Loan Association of Danville, Va., capital \$500,000 to \$1,000,000, has been granted a charter. The directors are S. W. Martin, president; A. B. Carington, vice-president; W. C. Noell, secretary and treasurer; A. D. Starling, N. A. Fitzgerald, W. T. Walton, L. Herman, S. W. Martin, W. F. Patton, W. P. Horner, A. W. Douthat, J. O. Boatwright; A. D. Clement and W. G. Benefield.

The State Trust Co. of St. Louis, Mo., has begun business with \$1,000,000 capital. The directors are Ed D. Steger, president; Jack Gordon and H. A. Vrooman, vice-presidents; Charles Hamilton, bond officer; G. H. Brown, secretary, and W. W. Woodson, treasurer; directors, T. S. Ballard, G. H. Brown, J. L. Carleton, E. A. Clapp, Sr., J. H. Conrades, Jr., G. H. Donnwald, O. D. Halsel, Aug Heman, C.

Porter Johnson, R. M. Mays, L. W. Rader and C. E. Vrooman.

The Independent Life Insurance Co. of Nashville, Tenn., has been authorized to begin business with \$200,000 capital. Paul Roberts will be president; Geo. S. Parks, vice-president; Louis Sperry, treasurer. Among the stockholders are E. A. Lindsey, vice-president of the First National Bank; W. J. Cummins, C. T. Cheek, Leslie Cheek, H. G. Hill, Dr. M. C. McGannon, John F. Draughon, W. K. Phillips, John R. Aust, T. H. Moore, R. H. McClelland and W. E. Knox.

New Securities.

Alba, Texas.—The Greenville National Bank of Greenville has been awarded at 102.50 the \$10,000 of 5 per cent. 20-40-year bonds of Alba independent school district.

Ashland, Ky.—The Merchants' Bank & Trust Co. of Ashland has purchased at par \$3014.37 of street-improvement bonds. J. A. Meridith is City Clerk.

Barnesville, Ga.—An election is to be held December 31 to vote on \$45,000 of public improvement bonds.

Birmingham, Ala.—Steps are reported being taken to place on the market an issue of bonds.

Blue Ridge, Ga.—The city is reported to have voted \$30,000 of 5 per cent. 20-year sewer, light and water-works bonds.

Boonville, Mo.—An election recently held in Cooper county to vote on \$100,000 of courthouse bonds failed to carry. It is stated that another election will be held early in 1908.

Cisco, Texas.—The city is reported to have recently voted \$16,000 of water-works bonds.

Canyon City, Texas.—On December 14 an election is to be held in Randall county to vote on \$53,000 of courthouse bonds.

Cassville, Mo.—Reports state that an election will probably be held in Barry county works bonds. These bonds were awarded to E. H. Rollins & Sons of Chicago, but a new election had to be held owing to a legal technicality.

Charleston, S. C.—Bids will be received until noon December 9 by J. O. Lea, City Treasurer, for \$227,000 of 4 per cent. 30-year refunding bonds.

Cisco, Texas.—The Attorney-General has approved \$30,000 of 5 per cent. 10-40-year independent school district bonds.

Clarksville, Ark.—Bids are reported being received for an issue of street-paving bonds; Sam Loser, G. O. Patterson and C. L. Pyle, street commissioners.

Dallas, Ga.—The city has voted \$30,000 of 5 per cent. 20-year water-works and sewer bonds.

Dimmitt, Texas.—An election is to be held in Castro county December 19 to vote on \$28,000 of courthouse bonds.

Donie, Texas.—An issue of \$3000 of 5 per cent. 5-20-year independent school district bonds has been approved by the Attorney-General.

Fort Worth, Texas.—Reports state that it is probable the city will issue next year \$150,000 of street and school bonds.

Groveton, Texas.—An issue of \$25,000 of Groveton independent school district bonds has been voted.

Huntingdon, Tenn.—The Newport News Banking & Trust Co. has been awarded at 100.60 the \$10,000 of 6 per cent. 20-year street-improvement bonds.

Kansas City, Mo.—Reports state that the question of issuing \$140,000 of refunding bonds is under consideration by the West Side Council. D. E. Cornell is Mayor.

Lebanon, Tenn.—The city has voted \$10,000 of 5 per cent. 3-40-year water-works bonds.

Longview, Texas.—The Attorney-General has approved \$1900 of 5 per cent.

15-20-year bonds of Gregg county common school district.

Mason, Texas.—An election is to be held in Mason county to vote on bonds for courthouse.

Meridian, Miss.—The city has voted \$50,000 of paving bonds.

Millett, Texas.—The city is reported to have voted bonds for school purposes.

Mineral Wells, Texas.—The Attorney-General has approved city bonds as follows: For bridge repair, \$1196; water-works, \$10,000; sewer, \$15,000.

Mt. Enterprise, Texas.—Mt. Enterprise school district No. 39 has been granted authority by the Rusk County Commissioners to issue \$1000 additional bonds, making a total of \$3000 for this district.

Pearson, Ga.—The city has voted \$10,000 of 30-year school-building bonds; interest not to exceed 5 per cent.

Porter, I. T.—An election is soon to be held to vote on \$50,000 of school bonds.

Potosi, Mo.—Bids will be received by N. F. Robinson, County Treasurer, until 1 P. M. December 21 for \$30,000 of 5 per cent. 5-20-year Washington county courthouse construction bonds.

Richmond, Va.—Local parties are reported to have been awarded \$60,000 of city bonds.

Rome, Ga.—Reports state that the City Council has decided to sell \$50,000 of water-works and \$25,000 of sewer bonds.

Stamford, Texas.—The election to vote on \$16,000 of street and \$4000 of city hall bonds is to be held December 16.

St. Charles, Mo.—The council, it is reported, has voted to issue \$9000 of refunding bonds.

Sussex, Va.—Bids will be received until noon December 19 for \$4000 of 6 per cent. 10-30-year Sussex county jail bonds.

Teague, Texas.—An election is to be held January 2 to vote on \$50,000 of water-works bonds.

Tulia, Texas.—The Attorney-General has approved \$15,000 of 5 per cent. 15-40-year independent school district bonds.

Wheeling, W. Va.—An ordinance is to be prepared providing for issuing the following bonds: Water-works, \$500,000; gas works, \$150,000; crematory, \$35,000; sewers and paving, \$225,000; Market-street bridge, \$25,000.

Yorkville, S. C.—The city has voted \$25,000 of water-works and sewer bonds.

Wauchula, Fla.—The city has voted \$15,000 of school bonds.

Windsor, N. C.—Bids will be received until noon December 16 for \$5000 of 6 per cent. bonds. Address A. S. Rascoe, chairman.

Financial Notes.

A clearing house has been organized at Bristol, Tenn. John C. Anderson, president of the First National Bank, is president.

The Bank of Blytheville, at Blytheville, Ark., is reported to have absorbed the Mississippi County Bank. The new bank will have \$40,000 capital.

Reports state that the Bank of Murphy and the People's Bank of Murphy, N. C., have consolidated with \$40,000 capital. John H. Carter is president.

The application for the issuing and registration of \$165,000 of bonds for the Burr's Ferry, Brownell & Chester Railroad has been approved by the Texas railroad commission.

On December 1, 1907, Ohio county, West Virginia, will redeem seven bonds of \$500 each of the 5-30s 4 1/2 per cent. loan. James H. Beans is president of the Board of County Commissioners.

The Somerset Coal Co., a subordinate corporation of the Consolidation Coal Co. of Baltimore, Md., announces that it will immediately anticipate the payment of \$80,000 of car-trust bonds issued in 1906 and due on December 1 of this year.

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